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HONG KONG, THURSDAY, JULY 26, 1928.

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## SOLICITOR AND CLIENT.

### A PROTEST.

#### POLICE CHARGED WITH HARASSING INTERESTING EPISODE.

A protest of what he termed the harassing of his client by the police, was made before Mr. R. E. Lindsell, at the Central Magistracy this morning, by Mr. C. Bulmer Johnson, solicitor for Mr. Fok Kam-chuen, father of Fok Chung-yuen, who is charged with alleged fraud.

The hearing of the case against Fok Chung-yuen was to have been resumed this morning, but when his Worship sat in Court, Mr. Bulmer Johnson was the only solicitor present.

Mr. Bulmer Johnson said that he would like to apply for an order with regard to a warrant issued on his Worship's authority on Tuesday, July 17, for the appearance in that Court of Fok Kam-chuen at 11.15 a.m., on Thursday, July 19.

Counsel said that it was well-known to the Court that he (Mr. Bulmer Johnson) was watching the proceedings in behalf of Fok Kam-chuen, and he was making his capacity as his solicitor.

Proceeding, Mr. Bulmer Johnson said that the warrant was issued by his Worship on the application of Mr. Jenkin under Section 17 of the Magistrates' Ordinance, Form 9, and was valid for the time stated thereon, and far no other time. Steps taken by the police with that warrant amounted to harassing his client.

On July 17, a European detective (Sergeant Cleme) accompanied by Mr. Un Hew-fan, secretary of the Bank of Canton, who are the complainants in the case against the prisoner (Fok Chung-yuen) attended at Mr. Bulmer Johnson's client's house in Hillier-street, to serve a subpoena on Fok Kam-chuen but did not find the latter, who was then not in the Colony.

### A PHOTOGRAPH.

On the occasion of that visit, the Sergeant took away a photograph of Fok Kam-chuen. It was clear, Counsel said, that the Sergeant did not know his client, Fok Kam-chuen, by sight. Therefore it was equally clear that the photograph which he took away was pointed out to him by Mr. Un Hew-fan. Counsel commented that that action of the Sergeant was entirely out of order.

Proceeding, Mr. Bulmer Johnson said that after the warrant issued by his Worship had expired and became a nullity, Sergeant Cleme again went to the house (No. 8, Hillier-street) on Friday, on July 20, at 10.15 a.m. He returned the first photograph which had been in his possession for two days, and took away another—a group photograph. This latter action of the Sergeant Counsel submitted amounted to trespass and larceny.

Mr. Lindsell remarked that it was hardly "larceny," as it could not be said that the police had intended permanently to deprive Mr. Bulmer Johnson's client of that photograph.

### "A TRESPASS."

Mr. Bulmer Johnson said that he would be satisfied to call it trespass.

Continuing, Counsel said that that photograph was subsequently returned by the Sergeant on Saturday, July 21.

In view of what had happened, Mr. Bulmer Johnson said that he must ask that the warrant be forthwith taken into the Court's custody and attached to its file. He also requested that the Sergeant be asked why he had taken the photograph and by whose instruction. Also, if the photograph had been in his possession all the time.

### SERGEANT'S EXPLANATION.

Replying to the Magistrate, Sergeant Cleme said that he took the photograph on the instruction of the acting Assistant Director of Criminal Intelligence (Mr. T. Murphy).

Mr. Lindsell: You had no right to take it away.

Asked by what authority he entered the house on July 20, the Sergeant replied that it was by virtue of the warrant for the arrest of Fok Kam-chuen (produced).

After reading the warrant

## JAPAN EXPLAINS HER ATTITUDE.

### TREATY WITH CHINA

#### BARON TANAKA'S INVITATION TO AMBASSADORS.

#### SITUATION IN MANCHURIA.

Tokyo, To-day.

Speaking to the British Charge d'Affaires, the United States Charge d'Affaires, the French Ambassador and the Italian Ambassador, who had been specially invited to the Foreign Office, Baron Tanaka (the Premier) explained why Japan is unable to accept China's abrogation of the Treaty.

Owing to the provisions of Article XXVI of the Treaty, Japan is unable even to agree to revision until China withdraws her notice of abrogation.

Continuing, Baron Tanaka said that he regretted that the Nationalist Government of Nanking had violated the spirit of the Washington Treaty in regard to the Salt revenue and the Postal revenue.

Referring to the situation in Manchuria, Baron Tanaka reiterated that the Japanese Consul-General at Mukden had merely advised General Chang Hsueh-liang at his own request, concerning the question of compromise with the Nationalists, doing so in accordance with Japan's policy, the main points of which were also reiterated.—Reuter.

### AMERICA AGREES.

#### Willing to Negotiate New Treaty.

Washington, Yesterday.

The United States Government has agreed to the proposal of the Chinese Nationalist authorities to negotiate a new commercial treaty granting China full autonomy in her Customs and tariffs also stipulating adequate protection of Americans in China and equal treatment of Americans with other nationalities.—Reuter's American Service.

More Withdrawals.

Tokyo, To-day.

Orders have been issued by the War Office for the return of five infantry companies from Tientsin to Japan early in August. Under normal circumstances, these troops would have left Tientsin last month on the arrival at Tientsin of relief from Japan but, owing to the situation, were temporarily detained.—Reuter.

which was for Fok Kam-chuen's production in Court on July 19. Mr. Lindsell asked the Sergeant: "What authority can that possibly give you to enter the house on the 20th?"—No reply.

Addressing Mr. Bulmer Johnson, Mr. Lindsell said that he agreed with Counsel that the action of the Sergeant was irregular. His Worship further stated that at the time the warrant was issued he had given explicit explanation to Mr. Murphy as to his purpose and validity, but apparently the police thought that with it they could go to the house at any time. He then pronounced that the warrant would immediately return to the custody of the Court.

Mr. Bulmer Johnson pressed to know what was done with the photograph after it was taken from the house by the Sergeant. Sergeant Cleme, in reply to the Magistrate, said that he had some photos taken from it.

Mr. Bulmer Johnson applied for the return of the photos. He remarked that no doubt they were at present with the Bank of Canton and not in the custody of the police at all.

Mr. Lindsell said that he had no power to make an order for the return of the photos. He could only express his grave disapproval of the police action in the matter, and say that the Sergeant's visit on July 20 was an act of trespass. The matter of the return of the photos was one which Mr. Bulmer Johnson must take up with the Captain Superintendent of Police.

This closed the episode.

NO EVIDENCE TO-DAY.

Mr. Lindsell then intimated with regard to the case against Fok Chung-yuen, that Counsel on both sides had reported to him that it was impossible to offer any evidence in the case to-day.

The case was accordingly adjourned until 11.15 to-morrow morning.

## TILDEN TO PLAY IN FRANCE?

### A NEW PHASE.

#### URGENT REQUEST FOR HIS INCLUSION.

#### PRESIDENT'S ACTION.

Paris, Yesterday.

Mr. Collum, President of the United States Lawn Tennis Association, has assumed the responsibility of authorising Tilden to play in the Davis Cup final.

Mr. Collum, in a statement, says that in response to the very urgent request of the French Lawn Tennis Federation that French Lawn Tennis lovers should not be deprived of the opportunity of seeing one of the world's greatest players in the competition, he had decided to assume the responsibility of authorising Mr. Weir, chairman of the American Davis Cup committee, to play Tilden.

### Diplomatic Sphere?

Indications that the question of Tilden's withdrawal has entered the diplomatic sphere are contained in a New York message that the Lawn Tennis Association yesterday cabled to Mr. Collum "If Ambassador Herrick believes other considerations ought to outweigh the principles involved in Tilden's withdrawal Mr. Collum should accede to the Ambassador's request to reinstate Tilden.—Reuter.

### COLONIAL OFFICE.

#### OFFICIAL VISIT TO WEST AFRICAN COLONIES.

#### LOCAL PROBLEMS.

London, Yesterday.

Brigadier-General Sir Samuel Wilson, Permanent Under Secretary for the Colonies, leaves England on August 1st, on an official visit to the West African colonies. He will be accompanied by Dr. Stanton, Chief Medical Adviser to the Colonial Secretary and by Mr. Holmes of the Colonial Office.

As stated by Mr. Amery, Colonial Secretary, in a recent debate on the Colonial Office estimates, this tour has been arranged in accordance with the established policy of affording permanent officials of the Colonial Office opportunities of making themselves familiar with local conditions in the Colonies, of meeting as many as possible of the officials serving Overseas and of discussing local problems with authorities concerned on the spot.

Sir S. Wilson's previous experience as Governor of Trinidad and of Jamaica will render his forthcoming tour of particular value. It has also been thought desirable that Dr. Stanton, as Chief Medical Adviser to the Colonial Secretary, should make himself personally familiar with the problems confronting local medical authorities in areas where public health is of vital and daily increasing importance.

The Party is due to arrive at Lagos on August 16 and will visit other West African colonies in turn on the homeward journey, reaching Accra about September 16, Free Town on October 10 and Bathurst about October 22.—British Wireless Service.

### CHIANG KAI-SHEK.

#### TRAVELS WITH STRONG GUARD & HIS WIFE.

#### GOING TO NANKING?

Peking, To-day.

Marshal Chiang Kai-shek and Mrs. Chiang Kai-shek (nee Miss Mei-ling Soong) left Peking at midnight in armoured trains. The carriages which preceded and followed the fourth (in which were the distinguished couple) were for staff officers and bodyguards.

It is now stated that Marshal and Mrs. Chiang may go to Hankow by railway and then take ship for Nanking (to attend the fifth plenary conference?)—Reuter.

Shanghai, To-day.

Marshal Chiang Kai-shek and General Feng Yu-hsiang (best known as the "Christian General") are expected to arrive at Pukow (opposite Nanking) to-day.—Reuter.

## LADY HEATH ACCEPTS A JOB.

### SECOND PILOT.

#### FIRST WOMAN PILOT IN REGULAR AIR SERVICE.

#### JOINS "ROYAL-DUTCH."

Amsterdam, Yesterday.

Lady Heath, who has temporarily entered the Royal Dutch Air Service as second pilot, departed for Paris in a passenger plane and returned to Shiphof Aerodrome in the afternoon, gaining the distinction of being the first woman pilot employed in a regular air service.—Reuter.

### BATCH OF CONVICTS.

#### NINE WITH SUNSTROKE ON RAILWAY.

#### INQUIRY OPENED.

Lahore, Yesterday.

Of a batch of thirty convicts who were being removed from Rhotak to Jhang by railway, nine were found to be suffering from heat stroke. One died. A magisterial inquiry has been opened.—Reuter.

### NO TYPHOON.

Light S.W. or variable winds, fine, is the official weather forecast until noon to-morrow.

Pressure is high to the N.E. of Japan. A depression is shown over the Gulf of Pechili. Pressure is still low over Luzon but there are now no signs of a typhoon.

### ALIEN PROPERTY.

#### \$3,000,000 PAID UNDER NEW U. S. ACT.

#### GERMAN FIRM.

Washington, Yesterday.

The cheque for \$3,000,000, paid to Aaron Sirsch (? Hirsch) Und Sohn, Copper Company, Halberstadt, is the first important settlement under Alien Property Act.—Reuter's American Service.

### SOVIET SCHEME.

#### BIG DEVELOPMENT LOAN TO BE ISSUED.

Moscow, Yesterday.

The Council of the People's Commissaries are issuing, on September 1, a Second State Industrialisation Loan for 500,000,000 roubles for 12 months for the purpose of industrial and agricultural development.—Reuter.

### U.S. FEDERAL BANK.

#### PHILADELPHIA'S RE-DISCOUNT RATE.

Philadelphia, Yesterday.

The Federal Reserve Bank will increase its re-discount rate to five per cent. from August 26.—Reuter's American Service.

### TANGIERS.

#### THE AGREEMENT SIGNED.

Paris, Yesterday.

The French, British, Spanish and Italian representatives have signed the Tangier Agreement.—Reuter.

### THE PRIMACY.

#### DR. DAVIDSON'S FORMAL RESIGNATION.

London, Yesterday.

The Archbishop of Canterbury has resigned, and will vacate office on November 12.—Reuter.

### TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 2/0 7/16.

## PLANE ALTITUDE RECORD.

### 21,000 FEET.

#### ENGLISH PILOT AND WIFE IN A "GIPSY-MOTH."

#### 70 MINUTES' JOURNEY.

London, Yesterday.

Captain G. De Havilland, piloting a "Gipsy-Moth" aeroplane, fitted with a 100 horse-power engine and accompanied by his wife, in 70 minutes reached an altitude of over 21,000 feet thus breaking the world's altitude record for light planes.—Reuter.

### PORT AND SHERRY.

#### AND SHANGHAI SWEEP TICKETS.

#### FRENCHMAN CHARGED.

Arrested on a warrant by Sub-Inspector Elston at No. 15, Hankow-road, Kowloon, yesterday, Jean Hund, a Frenchman who arrived from Shanghai by the R.M.S. "Empress of Asia" about a fortnight ago, was this morning charged before Mr. R. E. Lindsell at the Central Magistracy, with the unlawful possession of a number of sweep tickets of the International Country Club of Shanghai; and unlawful possession of dutiable liquor—four bottles of port and two bottles of sherry.

Mr. Leo d'Almada, Sen., appeared for the defence.

The liquor case was taken first, Revenue Officer Grimmitt having charge of the prosecution.

Mr. d'Almada explained to the Magistrate that the defendant brought the liquor with him from Shanghai in order to get orders here. He was a wine merchant in Shanghai, Counsel added.

Mr. Lindsell remarked that Hund was not described as such in recent newspaper reports about him.

Mr. d'Almada said that Hund was also selling sweep tickets which formed the subject of another charge against him.

### SAMPLE BOTTLES.

Replying to another question, Mr. d'Almada said that the bottles of wine found in the defendant's possession were samples. When he was told by R.O. Grimmitt that these were dutiable, he at once expressed his willingness to pay the duty.

Mr. Lindsell said that that was no defence. There are many other people who would no doubt be willing to pay the duty after they had been found out.

Mr. d'Almada suggested that that there was no evasion on the defendant's part. As the wines were intended as sample, he did not think that he had to pay duty.

In answer to the Magistrate, R.O. Grimmitt said that no exception was made for wine samples. Duty must be paid on all liquor brought into the Colony. He also pointed out that two of the bottles were partly empty.

Mr. d'Almada: Perhaps he drank it on the ship. He told me they were opened here and drank in the house.

### WINE MERCHANT.

Answering a question by the Magistrate, R.O. Grimmitt said that he was not prepared to believe the defendant's claim that he was a wine merchant in Shanghai, as he had nothing to prove it. If he was connected with any reputable wine dealer in Shanghai, he ought to be able to produce credentials.

Mr. d'Almada said that defendant had certain letters in his possession which would bear out his claim. Counsel asked for a date to be fixed for the hearing of the case.

Mr. Lindsell said that there was no use wasting time putting the present charge over, as the fact remained that defendant had the dutiable wine in his possession.

Mr. d'Almada said that in view of R.O. Grimmitt's statement that he did not believe defendant was a wine merchant, he wanted an opportunity of proving that to the Court. In any case, he would plead "not guilty" to both charges against the defendant.

### THE SWEEP TICKETS.

The Magistrate accordingly remanded the defendant until next Thursday at 11.30 a.m. Bail in the sum of \$250 cash and \$250 security was extended on Mr. Secretary's appearance on each side.

## EXCITEMENT ON WEST RIVER.

### MARTIAL LAW.

#### TROUBLE IN THE SILK COCOON BAZAAR.

#### VALUE OF "SQUEEZE."

Pakkai, Kongmoon, Yesterday.

Emergency conditions prevailing on this part of the West River delta for one night this week, during which pedestrians were forbidden to pass the Missionary hospital and the Chinese Maritime Customs building.

Reasons for the declaration of martial law by the local authorities are still obscure. There was talk of a possible invasion by pirates but the relation of the silk cocoon bazaar with a section of those in power appears to be the underlying cause.

Held up previously or otherwise impeded, the bazaar opened for the third time this year. There is no garrison to afford protection, preservation of peace being entrusted to the police and volunteer militia, the combined strength of which is about sixty.

### "Squeeze" Motive?

The Chief of Police is a native and he has become exceedingly unpopular on account of inconvenience caused during that one night to the population and the attendant loss of business to more than a hundred cooked food stalls, holders who sell after 8 p.m. and who only get the opportunity when the bazaar is set up for a stated period.

It is believed that the authorities did receive information about pirates but the night passed quietly. Rumours have been current since that suggestions had been made by third parties (as yet unidentified) that payment of special protection fees might have dispensed with martial law. It is hinted that "squeeze" might have prevented the "scare" which adversely affected the merchants in the bazaar and the street traders.

Further developments are not unexpected.—Our own correspondent.

[Note: The Missionary boys' school closed since the Red riots in Canton last December, is expected to resume during the latter half of this year.]

### BRITISH ROADS.

#### INCREASING NUMBER OF MOTOR VEHICLES.

#### A ROYAL COMMISSION.

London, Yesterday.

A rapidly increasing number of motor vehicles on British roads is shown by the official figures published to-day. Within one year the number increased from 158,000 to 1,900,000. Nearly £20,000,000 was paid in horse-power tax in the six months ending May 31, an increase of nearly £5,000,000 compared with the corresponding period two years ago.

It is announced that Sir Arthur Griffith Boscawen will be Chairman of a Royal Commission to inquire into the problems created by the growth of road traffic.

The purpose of the Commission is to report as to what measures should be adopted for the better regulation and control of the existing means of transport and to co-ordinate their working and development.—British Wireless Service.

### THE "TOTE."

#### LORDS PASS SECOND READING.

London, Yesterday.

The House of Lords passed, without a division, the Second Reading of the Race Course Betting Bill, which legalises the use of the totalisator. The Bill has already been read a third time in the House of Commons.—British Wireless Service.

Perdue was satisfied with that amount to cover both charges. R.O. Grimmitt admitted that that was the arrangement arrived at yesterday.

The sweep tickets seized by Sub-Inspector Elston showed that they were issued by the International Country Club, 185, Route de Zikawei, for the Champions of the Autumn Meeting. They were printed at \$1 each and limited to 500,000. The name "J. Hund" was extended on Mr. Secretary's appearance on each side.

## ANTIMONY APPEAL DISMISSED.

### SILVA NETTO'S WIN.

#### IMPORTANT CASE FOR LOCAL EXPORTERS.

#### TWO LENGTHY JUDGMENTS.

Of much importance to merchants in general, and Hong Kong exporters in particular, is the gist of two lengthy judgments delivered in the Full Court of Appeal this morning, in which their Lordships found for Messrs. Silva Netto & Co., a local firm of merchants.

Messrs. John Batt & Co. (London), Ltd., had sued Messrs. Silva Netto's in the Summary Court last year for \$895.25, alleged to be balance of damages ascertained on May 19, 1925, to have been suffered by Batt's. The Puisse Judge (Mr. Justice P. Jacks) found for defendants, with costs.

Plaintiffs appealed. The case came before the Chief Justice (Sir Henry Gollan, Kt., C.B.E., K.C.) and the Puisse Judge (Mr. Jacks) on July 3, 1928. Judgment was read out this morning.

### NOT THE SAME.

In brief, their Lordships found that while Silva Netto's had sold antimony to Batt's under an "understood" form of contract, Batt's had re-sold under a "special" form of contract. Accordingly, damages awarded against Batt's, although Silva Netto's had suggested arbitration, could not be debited against Silva Netto's as they knew nothing of this "special" contract. Further, their Lordships also found that Silva Netto's had not assumed liability nor had they admitted that the contract between them and Batt's was the same as that between Batt's and Batt's buyer.

Mr. F. C. Jenkin (instructed by Mr. L. R. Andrews) was for the plaintiffs—appellants; Mr. C. G. Alabaster, K.C. (instructed by Mr. Leo d'Almada e Castro) for the defendants—respondents.

### CHIEF JUSTICE.

After reviewing the facts, the Chief Justice drew attention to the plaintiffs' having called no evidence in the Court below.

Their witnesses were all in London and, with the object of saving the expense of a commission, it was agreed between their respective solicitors that the correspondence which had passed between the parties should be admitted by, and be available for, both sides; and it was on this admitted correspondence that the plaintiffs based their case.

The particular contract was for the sale of 75 tons of good merchantable sulphide ore containing 55 per cent. of antimony but allowing a latitude, as regards the antimony, down to 50 per cent., at £14 3s. 6d. per ton of ore.

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**PUBLIC AUCTIONS.****PUBLIC AUCTION.**

**PARTICULARS & CONDITIONS** of the Sale by Public Auction to be held on **MONDAY, the 30th day of July, 1928, at 3 p.m.,** at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shamshulpo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

**PARTICULARS OF THE LOT.**

| No. of Lot | Boundary Measurements | Containing in Sq. Ft. | Annual Rent | Upset Price |
|------------|-----------------------|-----------------------|-------------|-------------|
| 1          | As per plan.          | 1,104                 | 1,104       | 1,104       |

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AND SURVEYORS.

**—Public Auctions—**

**THE** Undersigned have received instructions to sell by Public Auction

ON **MONDAY, the 30th July, 1928, commencing at 10 a.m.,** at No. 6, Observatory Villas, Kowloon.

A Quantity of **VALUABLE HOUSEHOLD FURNITURE.** (Particulars from Catalogue.)

On View from Sunday, the 29th July, 1928.

Terms:—Cash on delivery.

**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, 26th July, 1928.

**THE** Undersigned have received instructions to sell by Public Auction

ON **MONDAY, the 30th July, 1928, commencing at 11 a.m.,** at No. 2, Austin Avenue, Kowloon.

A Quantity of **VALUABLE HOUSEHOLD FURNITURE.** (Particulars from Catalogue.)

On View from Sunday, the 29th July, 1928.

Terms:—Cash on Delivery.

**LAMMERT BROS.,**  
Auctioneers.  
Hong Kong, 26th July, 1928.

**NOTICES.****NOTICE.**

**THE PUBLIC ARE HEREBY** WARNED that the only genuine Lipton's Tea No. 1 "YELLOW LABEL," bears Chinese Characters on the top of the tin, whilst inside the lid will be found a Coupon. 12 Coupons from 1 lb. tin or 24 Coupons from ½ lb. tin can be exchanged for a ½ lb. tin of Tea, Free of Charge on application to

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1/2 Pint, 1 Quart, 1 Gallon Cans  
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SCHOLAR.

**QUAINT ADVICE.**

Sir James Barrie at the annual dinner of the Rhodes Trustees at Oxford proposed the toast of the Rhodes Scholars.

He said that he was asked to bear in mind chiefly those whose three years at Oxford and in Europe generally were coming to an end. He continued:

"And so, gentlemen, have at you. A kindly soul once divided books into two kinds—those that one likes to read and those that are very able. You young Rhodes scholars are surrounded to-night by people who are very able. But it is you we want to read—you, the unwritten ones."

Now that the stage direction is, alas, "Exit William K. Brown," that fascinating fellow, yourself, your interest in whom passes the love of woman—what is to happen to you next?

"Chapter One. I Depart from Oxford determined to make Public Duty my highest aim." Bravo. But how? "Chapter the Last. The Result in my Case."

**THE SPECK WITHIN.**  
Namely? Ah, Mr. Brown, how we wish we could guide you through the paper hoop; but we know as little as yourselves what is being spun for you.

Yet the beginning of all you are to be already lies inside you—a little speck that is to grow, while you sleep, while you are awake, and that in the fullness of time, according to whether you control it or it controls you, is to be the making of you, or to destroy you.

You will know a great deal more about that speck when you come back here, years hence—not perhaps so bright as you are to-day, but, I am sure, all very able.

Education is a noble word in Mr. Rhodes's conception of it, fellowship. I can just remember days in a little Scottish town, the only place whilst inside the lid will be found a Coupon. 12 Coupons from 1 lb. tin or 24 Coupons from ½ lb. tin can be exchanged for a ½ lb. tin of Tea, Free of Charge on application to

**DEAR MR. BROWN.**

On the other hand, there is the old village schoolmistress, superannuated, who, before she slammed the door on her school for the last time, chattered on her blackboard this her message to posterity, "Drat all education." When one sees two faded Oxford dons in earnest converse among the immemorial elms I wonder if they are ever saying that?

"Nobody has ever had to put on mourning because of me." A proud summing-up for the best of you if after reflection you can claim it. But you will find you can't. You ask the speck.

You will do things—have probably already done them—shabby, ignoble things, dear Mr. Brown—that will mean mourning for at least those who love you—or would, if you were found out.

I am not saying this to damp you, but rather as a comfort in case you have been reading the sort of biographies in which the hero is without a flaw. It may have given you a sinking to feel that you can never be like him.

But you may be like him, and in many cases it will be a mighty good thing for you to be as like him as you can. He is more neighbourly now that you know he has the speck.

**FOOTPRINTS AT CHRISTIE'S.**

Of course, I am not speaking of the up-to-date memoirs, in which there is a completely successful attempt to dig up the dead and twist a finger in their sockets. "Lives of great men all remind us. We can't make our lives sublime." But they may bring us nearer to it.

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**TAXI**

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"And departing leave behind us, Footprints on the sands of time." I don't know that you should rollick in anticipation of that. Those footprints, even if you achieve them, what will happen to them in the end? They will be carefully wiped off and sold at Christie's."

On my soul, Brown, I believe you would be wiser, if it does not incommode you too much, to stop short of greatness. Chapter 18, I reach the Summit." No, they sometimes fall off. To be very able is safer. The one place where the immortals are never seen is at the top table.

One hopes that you are leaving Oxford feeling, as the old saying has it, that red blood boils in your veins, that you hear a thousand nightingales, and could eat all the elephants in Hindustan, and pick your teeth with the spire of Strasbourg Cathedral. That's the spirit. If to despise us helps you in your enthusiasms, then, gentlemen, continue. Far worse than your acorn-ing us beyond reason would be your not having a cheery belief that you can do better.

**GAY CURIOSITY.**

If in firing at some of our performances you feel that the straightest line is through our bodies—still, fire. I only ask you to let Mr. Brown give the order. I am getting quite fond of that man.

And so, good-bye and good fortune. I suppose most of you are now going home-along, as Mr. Hardy's rusticus say. I believe you will find, may be surprised to find, that your sojourn here has not perhaps made you know England and Europe better so much as made you know your own home-lands better.

Don't forget Oxford and the clashing with us and foreign nationalities, on which Mr. Rhodes set so much store; Oxford, where you once sat out a dance with the evening star.

If you are to be writers, don't be roasters; literary roasters—on their tubs—in the market place—thumping on their expenses.

Go out to meet the mistress of the spindle not fearfully, but with a gay curiosity.

**"SAIL THOU ON."**

Whether you are to be mason-work in the edifice of Cecil Rhodes's imagination, or thrown out as bad, depends chiefly on character, and character depends on the speck. We all seem to be touched by it, and are perhaps sent into the world to decide for ourselves whether we are worth saving.

Above all things, don't defer finding out what your particular speck is—for they vary very much—before it spreads. Mr. Brown, my dear, forgive me for prosing. "I am the tomb of one shipwrecked, but sail thou on."

**QUIPS IN THE COURT.**

"It is a man's job to keep a wife in order."—Mr. Cairns, the Thames magistrate.

Wilkesden woman: Please give me free advice, or a free summons, or something.

"A woman will change her mind as often as it shows prospect of a profit."—A solicitor at Shoreditch.

Magistrate at Highgate: I don't know why women ever do listen to us, the way we treat them.

Nottingham Husband: My wife is subject to asterisks through her temper!

Derbyshire Mother: My boy has something amiss with his eyes, and I am going to take him to an optician.

Mr. Pope, the North London Magistrate: The guardians have been the curse of a good many people.

Mr. Cairns, the Thames Magistrate: What we all want is what the old people call the grace of God; I call it a sense of humour.

**400-YEARS-OLD CARPET.**

A remarkable carpet was to be sold at Christie's on July 5. It is known as the Emperor's carpet and was made in a Persian Court factory in the 16th century.

The carpet, which is 25ft. long and 10ft. 3in. wide, is said to have been a present from Peter the Great to Leopold I. of Austria about 1698. It remained in the possession of the Hapsburg family until 1921, and, with the consent of the Reparations Commission, was purchased by the present owners in 1925.

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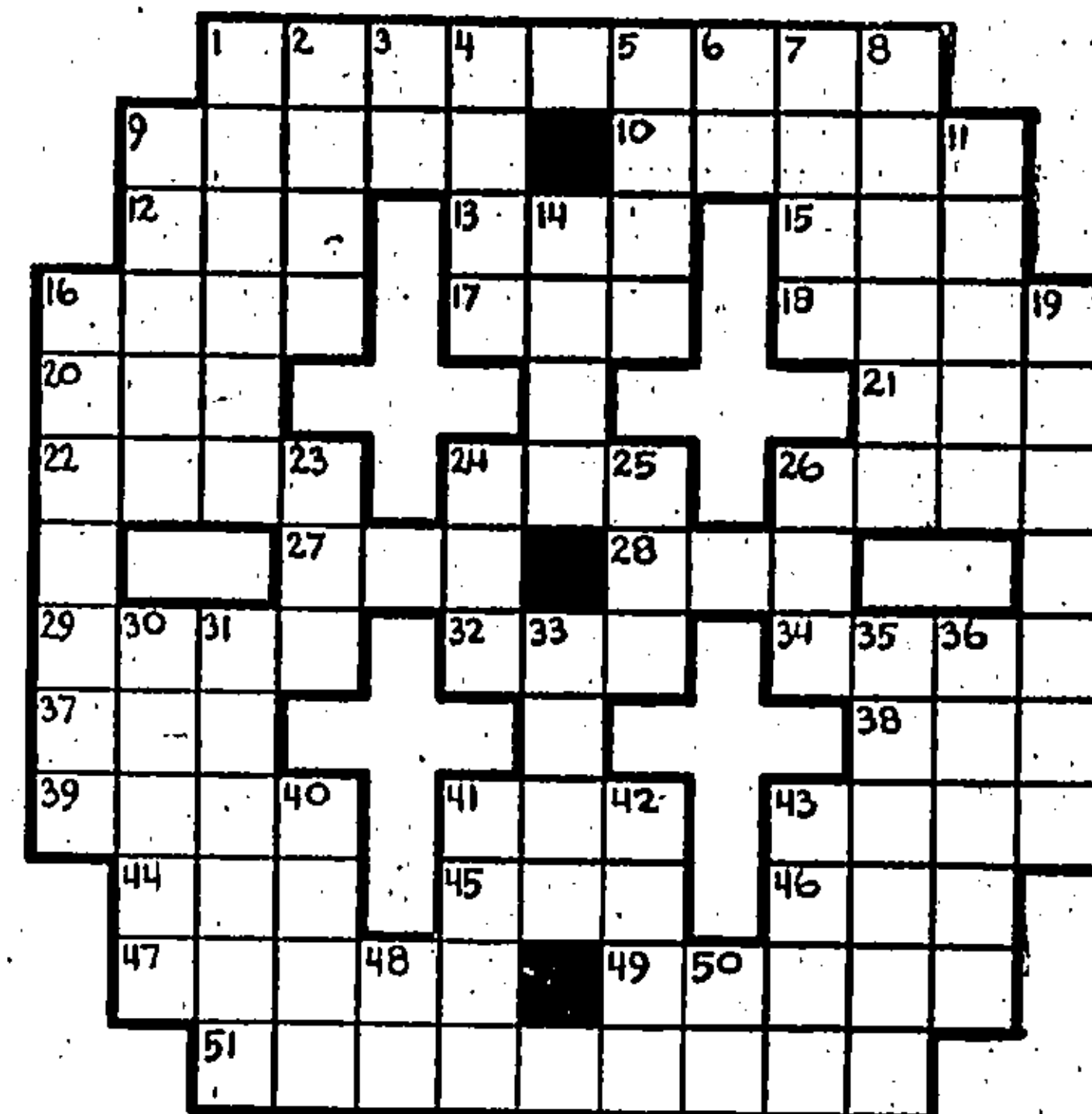
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**DAILY CROSS-WORD PUZZLE.**

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>HORIZONTAL</b><br>1—To make famous, as by song or poem<br>2—What is a bundle of sticks for fuel?<br>3—Combining form.<br>4—To crown<br>5—Alighted<br>6—Interjection<br>7—What is a success?<br>8—Made use of<br>9—National Academy of Design (abbr.)<br>10—Possessive pronoun<br>11—What is the correlative of "this"?<br>12—Suffix. Footed<br>13—To decline gradually<br>14—Very small<br>15—Single<br>16—What is the essential oil of rose leaves?<br>17—Toward the stern<br>18—A department of north France<br>19—Man's name<br>20—What is a gathering of neighbors for work or amusement? | <b>HORIZONTAL (Cont.)</b><br>21—What is a small valley?<br>22—A familiar sound of the wind<br>23—Man's name<br>24—Small (Scott.)<br>25—A Japanese shrub<br>26—What is a layer of mortar in which bricks are laid?<br>27—What is an Indian sledge-dog called?<br>28—Suspicious<br>29—Something that impairs or injures<br><b>VERTICAL</b><br>1—What is the name of British North America?<br>2—A shield or defensive armor<br>3—Behold<br>4—To engrave by means of an acid<br>5—To open<br>6—Suffix. To<br>7—A large evergreen of the bean family<br>8—As a prophet, who was the successor of Elijah?<br>9—One of the dominant races of the Sudan | <b>VERTICAL (Cont.)</b><br>10—A noted Dutch painter of tavern scenes<br>11—Like a flower<br>12—What is the capital of Saxony?<br>13—A number<br>14—A vegetable<br>15—What is a woman's marriage-portion?<br>16—Rubbish<br>17—What is the Jewish law, not in the Pentateuch called?<br>18—What is a tabular mass of floating polar ice?<br>19—To turn the front of a thing toward a person<br>20—Willing<br>21—Comfort<br>22—A river in Galicia, Poland<br>23—A soothing application<br>24—Short form of Ebenezer<br>25—King (abbr.)<br>26—Early English (abbr.) |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

**YESTERDAY'S SOLUTION.****HONG KONG HEIGHTS**

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

| Island.                | Feet. |
|------------------------|-------|
| Victoria Peak          | 1822  |
| Signal Station         | 1774  |
| Mt. Parker             | 1754  |
| Mountain Lodge         | 1725  |
| The Eyrie              | 1725  |
| Peak Hotel             | 1305  |
| Taikeo Sanatorium      | 1000  |
| Mt. Davis              | 877   |
| Bowen Road (Afterbeds) | 297   |
| Mainland.              | Feet. |
| Taimoshan              | 3124  |
| Kowloon Peak           | 1971  |

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From Hong Kong.

M.V. "ROMOLO" Sails on/or about 21st August.  
S.S. "VENEZIA" Sails on/or about 18th September.  
M.V. "REMO" Sails on/or about 16th October.

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Singapore, Penang, Colombo, Suez.

KATORI MARU Saturday, 28th July.

ATSUTA MARU Saturday, 11th August.

TENYO MARU Tuesday, 21st August.

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU Thursday, 26th July.

MISHIMA MARU Wednesday, 22nd August.

BOMBAY via Singapore, Penang, &amp; Colombo.

SEIO MARU Saturday, 28th July.

TAMBA MARU Saturday, 11th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico &amp; Panama.

ANYO MARU Saturday, 18th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town &amp; Ports.

BINGO MARU Wednesday, 1st August.

NEW YORK AND BOSTON via PANAMA.

TATSUNO MARU Sunday, 29th July.

LIVERPOOL via Port Said, Geneva, Marseilles.

DELACOA MARU (Calls Glasgow) Friday, 17th August.

CALCUTTA via Singapore, Penang &amp; Rangoon.

MALACCA MARU Wednesday, 8th August.

NAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU Friday, 17th August.

SHANGHAI, KOBE &amp; YOKOHAMA.

MORIOKA MARU (Mojil direct) Monday, 30th July.

SADO MARU Wednesday, 1st August.

SUWA MARU Monday, 6th August.

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## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ATLAS MARU Thursday, 9th August.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban &amp; Cape Town.

MONTEVIDEO MARU Friday, 10th August.

BOHAY—Via Singapore &amp; Colombo.

HONOLULU MARU Friday, 3rd August.

SUMATRA MARU Sunday, 19th August.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND

MOMBASA—Via Singapore and Colombo.

CANADA MARU Sunday, 5th August.

CALCUTTA—Via Singapore, Penang &amp; Rangoon.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER—Via Shanghai and

Japan ports.

MELBOURNE—Via Manila, Brisbane &amp; Sydney.

HIMALAYA MARU Saturday, 4th August.

BANGKOK—Via Saigon.

HAIPHONG—Via HONGKOW &amp; PAKHOI.

MENADO MARU Thursday, 2nd August.

NEW YORK—Via Japan ports, San Francisco &amp; Panama

JAPAN PORTS.

ALASKA MARU Friday, 10th August.

SOURABAYA MARU Friday, 10th August.

TACOMA MARU Wednesday, 15th August.

KEELUNG—Via SWATOW &amp; AMOY.

HOZAN MARU Sunday, 29th July noon.

KISHU MARU Sunday, 5th August noon.

TAKAO—Via SWATOW &amp; AMOY.

TAKAO &amp; KEELUNG Thursday, 26th July Noon.

SOURABAYA MARU Friday, 10th August.

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## SHIPPING SECTION.

## TERRIBLE ORDEAL.

JUNKMAN AND FAMILY IN  
PIRATES' HANDS.

## COURT SEQUEL.

At the Central Magistracy yesterday afternoon, a Chinese was charged, before Major C. Willson, O.B.E., with having been concerned in a piracy on the high seas in February, 1926.

The pirates' craft was a local cargo junk, the master of which gave evidence for the prosecution. The junk was purchased in January, 1926, and the piracy occurred a month later, on February 8. The junk was then on a voyage from Macao to Cheungchau, and was seized by the pirates at a point off Fanlau, near Tai-O. On board the junk at the time of the piracy were the junk master, his wife and 12-year-old daughter and a foki. There were four pirates, all armed with rifles. On boarding the junk, the pirates throw the foki overboard, and then sailed the junk to Samso, an island to the West of Macao.

ransom money, he worked for the relative who had advanced the money for two years without wages. Then, when he had discharged his debt, he went back to Cheungchau, where he had lived for nine years prior to the piracy.

He arrived at Cheungchau on June 30 last, and as the result of information he received there, he communicated with the local police, who arrested the accused on board a junk. The witness stated, in reply to the Magistrate, that he was positive the accused was one of the pirates.

The defendant was asked if he had any question to put to the witness and, in reply, made a statement to the effect that witness had given strong evidence against him. He proceeded to explain that it was not on his own initiative that he committed the piracy or detained the witness, and was himself a captive of the pirates, when his Worship indicated that he did not wish to hear defendant's statement at that stage.

The hearing will be continued this afternoon.

## UPPER YANGTSE.

A.P.C. AND SOCONY TO  
SUSPEND?

"SQUEEZE" AND BRIGANDS.

Chungking, Yesterday.

Owing to threats by the local authorities of additional taxation at Fuchow, a port on the Upper Yangtze River, and elsewhere, it is possible that the Asiatic Petroleum Co. will suspend sailings of steamers, for the present, to ports above Ichang.

It is understood that the Standard Oil Co. may also suspend sailings for the same reason.—British Naval Wireless.

Kuifu, Yesterday.  
Bandits' activities have again been reported at mileage 116, a well-known landmark on the Upper Yangtze.H.M.S. "Gannet" is proceeding to investigate.—British Naval Wireless.  
The master of a cargo boat reported that at 6 a.m. yesterday, he was sailing towards Yaumati Typhoon Shelter and when nearing the Kowloon Godown, the steam launch "Kam Sang" was towing a cargo boat and was behind. When they were nearing each other, the launch let go the cargo boat which came into collision with his boat, causing damage to the extent of \$20.

## Seven Seas Traversed

We passed in luxurious comfort, free from any growing docks amazed us, and lovely Ceylon en-  
cared or irritating responsibility and absolutely charmed us. But Hawaii wound itself about our  
without one disturbing incident from continent to hearts and, to its haunting 'Aloha Oe,' we saw it  
continent," stated Lady Williams-Taylor on her return fade away through regretful tears. Not only are  
from a world cruise on board the Canadian Pacific the islands more than fascinating, but the Royal  
liner, the "Empress of Australia," during which tour Hawaii Hotel would tempt any traveller to return.  
five continents, twenty-one countries and twenty-six "After such a wonder tour of 133 days," concluded  
ports were visited and seven seas traversed. Lady Taylor, "we Lotus Eating Tourists" have once  
again to face the realities of ordinary existence with-  
"With sheltered ease," continued Lady Taylor, out the untiring supervision and perfect organization  
"we had unfolded to us the soul-penetrating magnifi- of the mighty and far-reaching Canadian Pacific  
cence and the somewhat repellent fanatical conditions Railway and Steamship's protection and care of us.  
of India and disquiet, yet ever thrillingly interest- It was, indeed, with hearts full of gratitude and  
ing China. We steamed up and down the dangerous appreciation for our splendid captain, his staff, and  
Pearl River, and saw first-hand the devastation of Canton. Mysterious Java, and almost untouched  
Sumatra, held us spellbound. Singapore and its ever- home—the 'Empress of Australia.'"

The prisoner in the dock, the witness said, was the pirate who looked after the junk's tiller. The captives were taken to a hut on Samso island, where they saw a number of other pirates, also armed with rifles. The witness, his wife and daughter were kept prisoners in the hut until May, 1926. Meantime, the pirates sold the daughter, whom witness had not seen since. Witness' wife was released in April in order to find ransom money, but she was unsuccessful and returned some ten days later.

During all the time the witness was in the hands of the pirates he was made to work hard all day for the meagre food he received, and was chained up all night. Towards the end of April his wife again left Samso to raise money and for this time returned with \$260, for which sum the pirates agreed to release the couple.

## Debt Discharged.

They left Samso in a passenger junk and went to Macao. From Macao the witness went to Kwong-hol where, in order to repay the

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## PACIFIC SUPREMACY.

Victoria.—Under the heading "The Faith of a Great Company" the "Victoria Daily Times" refers to the Canadian Pacific Company's faith in the future of trans-Pacific commerce by adding to its present fleet of liners on the Pacific Ocean.

"It is commonplace," says the editorial, "to say that the great economic battleground of the future will be on the Pacific, on whose shores cluster more than half of the human race. The last few years have witnessed developments in this part of the world that have been little short of amazing. We have seen the maritime commerce of this port and of the port of Vancouver grow from an insignificant volume to proportions which have changed the whole appearance of the two waterfronts. But this can be considered little more than a beginning. Canada is reaching out for Oriental trade. She has much to sell which the Orient needs, and as that business expands, so will ships using these ports increase in number."—Reuter.

## CONSIGNEES' NOTICES.

Consignees of Cargo ex M.V. "Myrtlebank" are reminded to take delivery of their goods which will be subject to rent after July 27.

Consignees of Cargo ex M.V. "City of Evansville" are reminded to take delivery of their goods which will be subject to rent after July 28.

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## SAILINGS 1928.

| STEAMERS          | Hong Kong | Shanghai | Kobe     | Yokohama | Vancouver |
|-------------------|-----------|----------|----------|----------|-----------|
| EMPRESS OF CANADA | Aug. 8    | Aug. 11  | Aug. 14  | Aug. 15  | Aug. 25   |
| EMPRESS OF RUSSIA | Aug. 29   | Sept. 1  | Sept. 4  | Sept. 8  | Sept. 13  |
| EMPRESS OF ASIA   | Sept. 12  | Sept. 15 | Sept. 18 | Sept. 20 | Sept. 29  |
| EMPRESS OF CANADA | Oct. 3    | Oct. 6   | Oct. 9   | Oct. 11  | Oct. 20   |
| EMPRESS OF RUSSIA | Oct. 24   | Oct. 27  | Oct. 30  | Nov. 1   | Nov. 10   |
| EMPRESS OF ASIA   | Nov. 7    | Nov. 10  | Nov. 13  | Nov. 15  | Nov. 24   |
| EMPRESS OF CANADA | Nov. 23   | Dec. 1   | Dec. 4   | Dec. 6   | Dec. 15   |
| EMPRESS OF RUSSIA | Dec. 12   | Dec. 15  | Dec. 18  | Dec. 20  | Dec. 29   |
| EMPRESS OF ASIA   | Jan. 16   | Jan. 19  | Jan. 22  | Jan. 24  | Feb. 2    |
| EMPRESS OF CANADA | Feb. 6    | Feb. 9   | Feb. 12  | Feb. 14  | Feb. 23   |
| EMPRESS OF RUSSIA | Feb. 27   | Mar. 2   | Mar. 5   | Mar. 7   | Mar. 16   |

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|-----------|---------|---------|-----------|
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| July 31   | Aug. 2  | Aug. 8  | Aug. 5    |
| Aug. 21   | Aug. 23 | Aug. 24 | Aug. 26   |

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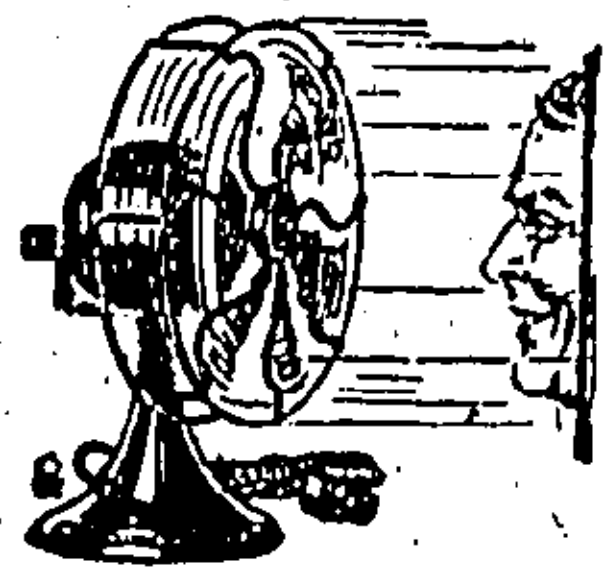
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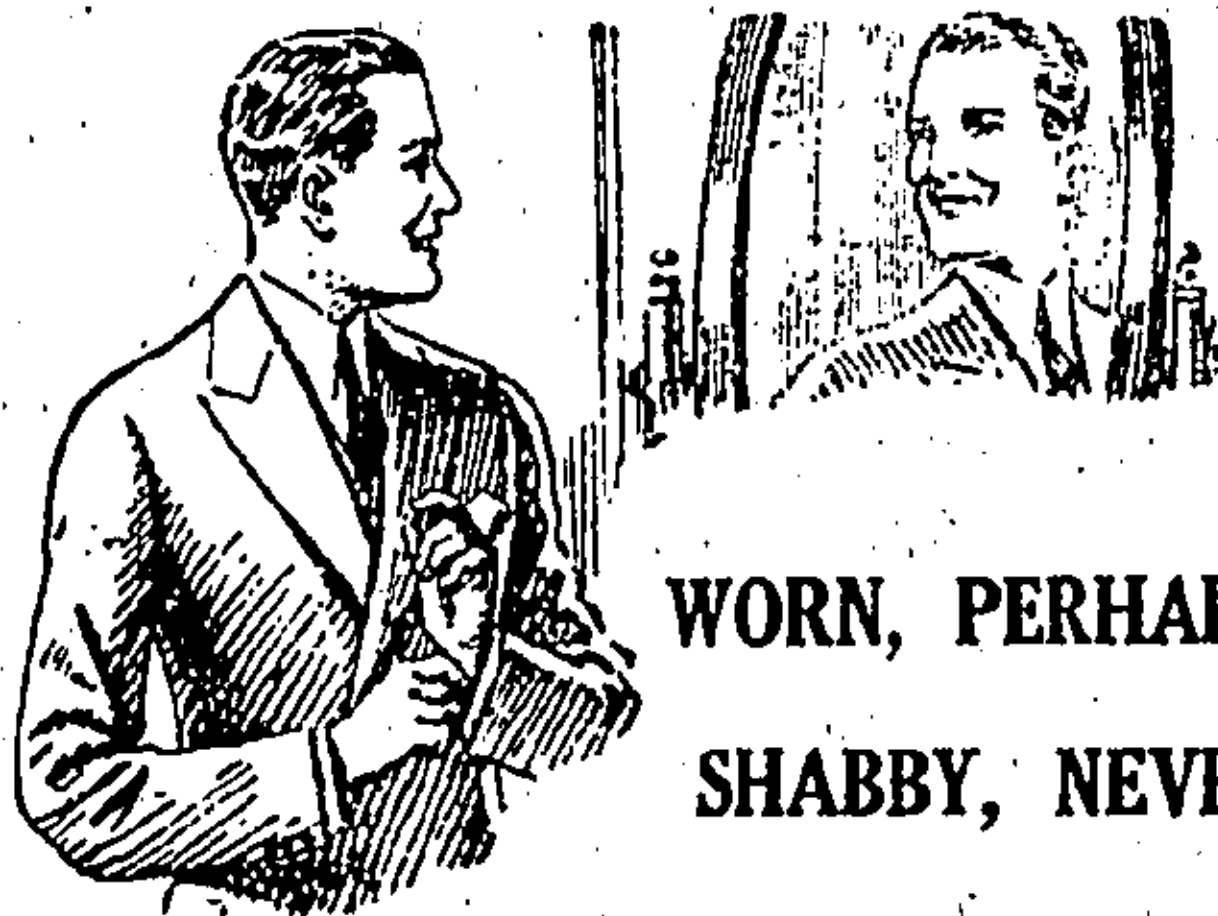
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Hong Kong Thursday, July 26, 1928.

TILDEN AND THE  
DIPLOMATS.

Yesterday there appeared in these editorial columns a leader extolling the virtues of the body governing lawn tennis in America in dropping Tilden from the Davis Cup final because of his alleged infringement of the player-writer rule which forbids amateurs to contribute articles on the form of sport they follow to the Press. Now, it seems, we have to take back all we said, which is a pity. The president of the American Lawn Tennis Association, according to a cable published this afternoon, has assumed the responsibility of playing Tilden in the final, in response, it appears, to the urgent request of French lovers of the game. The attitude of France in the matter is beyond all criticism and shows sportsmanship of the first order. That country has everything to lose by the inclusion of Tilden in the American aggregation, for "Big Bill," although he did not survive the Wimbledon tournament, is by no means a spent force.

But the attitude of the American authorities does lay itself open to criticism. The president of the American Lawn Tennis Association is in Paris with the American team. The order for Tilden's exclusion came, of course, from headquarters in America. This order, apparently, was a definite one and admitted of no argument. Tilden, according to what has been cabled to this quarter of the globe, did not deny the charge that he wrote for the newspapers on the Wimbledon tournament. He merely attempted to explain his action. Up to yesterday it

was thought that the Association's ruling would stand; it was reported, indeed, that this would be the case, so to-day's messages are in the nature of a complete surprise to all who have followed the story of this most unfortunate occurrence. As things are, confusion is worse confounded.

As we write another angle of the dispute is revealed but this does not help to solve the question as to whether that player-writer rule is to be observed or not. The matter, it is indicated, has entered the sphere of diplomatic relations, the American authorities telegraphing to the president of the association in Paris to the effect that if the American Ambassador to France thinks other considerations ought to outweigh the principles involved in Tilden's withdrawal the president should "accede to the Ambassador's request" and reinstate the player. This, of course, puts the ruling body, in America in an awkward predicament. If, as a matter of fact, Tilden is allowed to play without the charges against him being officially dismissed, the American Lawn Tennis Association will find itself in a really ridiculous position. Its player-writer rule will count for nought and there is likely to disappear altogether that already very thin line which, in many instances, divides amateurism from professionalism. Tilden, of course, may have a complete answer to the allegations, which would put another light upon the affair.

## The Earl of Balfour.

It is good to read that the eightieth birthday of the Earl of Balfour is being publicly celebrated. Few, if any, in England hold so unique a position in the public mind than the veteran statesman so long known to us, until recently, as plain "Mr. Balfour." He is and has been for many years pre-eminent as a statesman, a philosopher, a lover of art, particularly of music, painting and literature, and, stranger of all, quite above the average as a tennis and golf player. Such versatility is little short of miraculous. It is years since he first entered the House of Commons and was for a time private secretary to his distinguished uncle, Lord Salisbury. The Earl of Balfour is perhaps one of the very few surviving legislators who actually participated in politics with the great Disraeli and who, later, strove against the "Grand Old Man" in his Irish policy. No statesman of the past generation, with the possible exception of Asquith, laboured more strenuously in the political field than the great man whose 80th birthday is now being celebrated. He has been unquestionably the Conservative Party's most brilliant leader

since the Earl of Beaconsfield passed away. Reuter yesterday said that "H.R.H. the Prince of Wales, prominent diplomats, members of the Cabinet and other distinguished Englishmen" were paying tributes to the veteran statesman—all of which is particularly flattering to Scotland as the Earl of Balfour is a Scotsman and is held in the highest esteem by his countrymen throughout the world. The Earl of Balfour is a bachelor, which perhaps accounts for the fact that he has found so much time to devote to in so many spheres of activity.

Between 10.30 a.m. and 6 p.m. on Tuesday, a lady's gold wrist watch, worth \$40, was stolen from Government Quarters, Bowen-road.

For having in his possession the diseased carcasses of a pig which was unfit for human consumption, a Chinese was fined \$50 yesterday.

A fire extinguisher, a jack and a horn, valued at \$50, were reported stolen from a motor car which was parking in Gilman-street yesterday.

For smuggling cigarettes, on which duty had not been paid, two Chinese were fined \$260 yesterday, or three months' hard labour in default.

The occupants of No. 4 Cross-street report that between Tuesday night and yesterday morning, \$100 in bank notes and some clothing were stolen by thieves.

The loss of two rings, valued at \$18, is reported by the master of a sampan in Aberdeen, as a sequel to the visit of a "friend" who passed the night in his sampan on Tuesday.

The proprietor of the Kam Hing factory, No. 27, Haiphong-road, was fined \$25, by Mr. W. Schofield at the Kowloon Magistracy yesterday morning, on a charge of failing to abate a nuisance by allowing mosquitoes to breed on his premises.

A Chinese was cautioned at the Kowloon Magistracy this morning for causing unnecessary pain to three chickens by carrying them with their legs bound together and with their heads hanging down. The man was arrested yesterday afternoon at the Yaumati Ferry Wharf.

A Chinese married woman, living at No. 143, Connaught-road Central, yesterday attempted to commit suicide by jumping into the harbour at the Priya, opposite Jubilee-street. She was rescued by the Chinese engineer of a fireboat, and removed by the police to the Government Civil Hospital.

For the theft of a coil of wire, 40ft. long, a Chinese was this morning, at the Kowloon Magistracy, fined \$25 with the alternative of 1 month's hard labour. The wire was stolen from the Kowloon Docks, where accused had been employed for the past three years. Sergeant Marriot prosecuted.

At the Central Magistracy this morning a Chinese was charged before Mr. R. E. Lindell for attempting to snatch a leather handbag from a Portuguese lady, Miss C. Mercia, near the Hong Kong and Shanghai Bank yesterday afternoon. The leather strap of the bag actually broke, but the lady managed to retain her hold. The would-be thief was caught by the police. The Magistrate passed sentence, of four months' hard labour.

The proprietor of a bicycle shop at No. 20 Messer-street reported to the Central Police Station that at about 1 p.m. yesterday, a Chinese giving his name as Ho Hing, aged 23, hired a bicycle, valued at \$15, and failed to return. Another bicycle, painted black with silver plated handle bars and with the name Hung On Co. on it, was reported stolen on Monday by a Chinese, who gave his name as Chan Man.

As a result of a quarrel, two rich coolies appeared before Mr. W. Schofield, at the Kowloon Magistracy this morning, in answer to a charge of fighting in public. The fight is alleged to have taken place in Nathan-road, and it appears that the quarrel was over a fare. A fine of \$5 or in default 7 days' hard labour was imposed and, in addition, the defendants were ordered to sign a personal bond in \$50 to be of good behaviour for a year.

A Chinese youth was ordered to have 12 strokes of the birch by Mr. W. Schofield, at the Kowloon Magistracy this morning, for stealing a pair of trousers at Kowloon City yesterday. Complainant stated that the trousers were placed on a rack to dry and that defendant stole them and ran off. He was caught by a Chinese constable. It appeared, according to Police records, that defendant had two previous convictions, dating back a few years. Defendant expressed willingness to go to the Boys' Club to work. He will first receive his "birching."

## KENNEDY-RD. CASE.

EVEN MORE PEOPLE IN COURT  
TO-DAY.

YOUTH CROSS-EXAMINED.

Even more people than yesterday were present to-day when the third day's proceedings in the Full Court of Appeal opened.

The Chief Justice (Sir Henry Gollan, Kt., C.B.E., K.C.) and the Puisne Judge (Mr. Justice P. Jackson) are re-hearing the case of Rex v. Chung Yu-fan, a Chinese youth who on June 9 was sentenced by Major C. Willson, O.B.E., Second Police Magistrate, to a month's hard labour for indecent exposure on Kennedy-road on May 21.

Cross-examination of the appellant by Mr. Somerset Fitzroy (Assistant Attorney-General) began this morning.

Appellant said he was sure that he had not changed his clothes before he left his house. He had not changed his clothes during the whole of the day on May 21. He wore the same clothes from the time he left the shop until he left the police station.

HAVING A GOOD LOOK.

Appellant also stated that he did not often ride his motor-cycle in wet weather. On those occasions he wore a mackintosh and a pair of leather leggings reaching from below the knee to the ankle. He had never possessed a pair of waterproof leggings which covered both legs and thighs. Nor had he ever borrowed a pair.

Mr. Fitzroy:—You have a most striking countenance, have you not?—I have not noticed it.

And anybody having a good look at you would not be likely to forget you, would they? (Laughter.)

The Chief Justice over-ruled the question, saying with a smile that everybody hoped to be able to say that but not many were justified in saying it.

When he again found his motor-cycle, it was 9 p.m. He knew the time because there was a watch on the cycle. He had heard the police witness say that it was about 9.30 p.m. but he did not know whether the policeman's watch agreed with his.

IDENTIFICATION.

When the case for the Crown closed yesterday, the Chief Justice addressed Mr. Fitzroy as follows:—"I think I have expressed my opinion more than once that an officer in charge of an identification parade is a very material witness and that the general rule should be that that officer be called. Even in indictment cases I have known instances where the officer in charge of an identification parade was not called. This is most unsatisfactory and should not be left to be brought out in the way it has been in this case."

Mr. Fitzroy concurred and intimated that he would see to it that such a witness would always be called in future.

Prior to that Mr. F. C. Jenkin (instructed by Mr. F. H. Loseby), for the appellant, had cross-examined Det. Sub-Inspector Rozesky (officer in charge of the case) at considerable length.

BREACH OF REGULATIONS.

Sub-Inspector Rozesky agreed with counsel that the regulations called for a minimum of eight men in the identification parade and that only seven were present, some of whom were Police clerks. He admitted that he had called the witnesses and that this constituted a breach of the regulations. He did not take notes but was sure his recollection was right, adding that the case was so serious and out of the ordinary that he took special notice of details.

In his nine years' experience in the Police, Sub-Inspector Rozesky said, he had never heard of a similar case concerning a European lady nor of a case of a man of appellant's social standing insulting Chinese women.

FATHER'S EVIDENCE.

Mr. Chung Sik-fan, father of appellant, who did not give evidence at the Magistracy, was the first witness called by Mr. Jenkin.

That he had been a rice merchant for the last twenty years and had served as a director of the Tung Wah Hospital was stated by Mr. Chung. He had one son. The whole family lived together at No. 33, Robinson-road.

His son, Mr. Chung added, married about three years ago, now had two babies and had always been a dutiful son, a good husband and a good father.

On May 21, his son worked with him all day at the shop, wearing a light fawn coat, grey trousers and a khaki shirt. At 6.15 p.m., he and his son had their evening meal together. Then appellant left on his motor-cycle. Later that night, when witness saw his son at the Police Station, the son was dressed as he had been in the shop.

APPELLANT'S STORY.

Appellant then went into the witness-box. He rode home from the shop, wearing his hat, he said, to take his wife on a pillow ride but, finding his wife out, he went for another ride himself.

It took him ten minutes to reach home. He stayed about five minutes and went out again at about 6.45 p.m.

He went down to near the Wan-chai Government School and then up Kennedy-road (going westward) intending to return home by Garden-road.

At the junction of Kennedy and Garden-roads, he saw his wife walking with an amah. He offered to take his wife but she was reluctant to leave the amah by herself.

Accordingly, he parked his motor-cycle near St. Joseph's College, in Kennedy-road, and walked home with his wife and the amah. "FINED NINE TIMES."

When appellant stated that it was about 7.03 p.m. that he met his wife, the Chief Justice commented that the journey from his house to Garden-road junction had taken 13 minutes.

Mr. Jenkin smilingly pointed out that appellant was then a member of the Flying Squad.

Continuing, appellant said that he arrived home about 8 p.m., and that he set out again at 8.15 p.m. to retrieve his motor-cycle. It was not in the position in which he had left it but, later, he found it with a Chinese detective looking after it.

He had often left his motor-cycle unattended before and had been fined "more than nine times" for so doing.

The time of the alleged offence, according to the evidence for the Crown, was 7.30 p.m. As recorded in the Magistrate's depositions, Det. Sgt. Flattery encountered appellant at about 9 p.m. In the Appeal Court, Sgt. Flattery said that the time was about 9.30 p.m. and that he had testified accordingly in the Police Court.

## ELECTRIC SHOCKS.

FIREMEN'S EXPERIENCE AT  
A LOCAL FIRE.

Damage was caused to the extent of over \$1,000 as the result of a fire at 9.20 last night on the ground floor of No. 164, Des Voeux-road Central, in premises occupied by a provisions and sweet shop.

The fire, which originated in a bakery, was put out by the fire brigade in about twenty minutes.

Two Chinese firemen received shocks from electric wires and were injured when they fell to the ground, while another fireman, Officer Smith, also received a shock.

The premises are insured for \$10,000.

## \$6,000 FOR A CLERK.

Timber Broker's Bequests To  
Employees.

Bequests of \$17,600 to charities and more than \$13,500 to employees and servants are contained in the will of Mr. Laurence MacLaren, of High Lee, Woolton, Liverpool, a timber broker, of Messrs. Farnworth and Jardine, Dale-street, Liverpool, who died on April 9 last aged 72.

His estate has been proved for \$699,414, with net personally \$686,949. His bequests to employees and servants included: \$6,000 to E. Legh Roberts, clerk with Messrs. Farnworth and Jardine, £1,000 to Martin Lomax, £750 to T. W. Thomas, \$500 to J. J. Pritchard, all employees of the firm. £1,000 to his butler, George Gray Smith. A life annuity of £125 to his maid, Jeannie Roberson.

There were 16 other bequests of from \$25 to \$350 to employees of the firm, and 10 other bequests of from \$50 to £250 to his servants.

Mr. MacLaren also left £1,000 each to Dr. C. S. Pethwick, of Woolton; Liverpool, and Dr. Ernest Solly, of Harrogate.

Among the bequests to charities is one of \$5,000 to the Royal Southern Hospital, Liverpool.

## TEASERS.

Answer The "China  
Mail" Questions.

TO-DAY'S POSERS.

From day to day a series of half a dozen questions, not tremendously difficult to answer but not always so simply solved as may be thought, appear on this page. These, as in the past, are compiled by the "China Mail" staff and include from time to time questions of local interest. Answers are given on Page seven.

1. Where is the River Brahmaputra?
2. Who was Harbour Master in 1907?
3. Who was the last person to be beheaded in England?
4. Who is the Government Auditor?
5. Who was Eros?
6. What are the five Halls of the Hong Kong University?



## SEAPLANE CLUB.

## DETAILS OF THE LOCAL PROPOSAL.

## FLYING COSTS.

Mr. R. Vaughan Fowler, of the Kai Tak Aerodrome, Kowloon, has drawn up certain provisional rules and details for the proposed Seaplane Club for Hong Kong.

The Club would be formed with the object of bringing together as members of the Club persons interested in flying, and for providing and maintaining seaplanes for the use and instruction of the members.

Also it would be the object of the Club to organise the necessary ground instruction for those members who desired to take up flying and obtain their 'A' or 'B' Licences.

The 'A' licence is granted to anybody who has qualified as a pilot, and passed certain simple tests, and permits him to fly registered aircraft, but does not permit him to carry passengers or freight for hire or reward.

The 'B' licence requires more experience, and the tests are harder, but when obtained permits the pilot to carry passengers or freight for hire or reward, at any time, and in any type of aircraft, provided he has had the particular type entered on his licence.

The Club would also encourage the "Private Owner," and members who wished to have their own machines could do so, and have them housed and maintained by the Club, at reasonable rates.

## ORGANISATION.

It has been found that it is most satisfactory to organise flying clubs on the lines of a Limited Company but it would not be the object of the Company to make large profits, it would be run purely for the benefit of the members.

The members would be divided into two classes:—

(a) Flying Members.

(b) Associate Members.

The Flying Members would be those who wished to take instruction in flying, and those who being qualified as Pilots, wish to hire the Seaplanes provided by the Club.

The estimated Entrance fee would be approximately \$50,000 whilst the yearly subscription would be somewhere about \$60,000.

The Associate Members would be those who desired to support the Club and encourage local flying.

Associate Members would be entitled to take passenger flights when machines were available, at charges to be arranged by the Committee.

The Entrance Fee and Yearly Subscription for Associate Members would be about half of those suggested for flying Members.

Members could be of either sex.

## COST OF FLYING.

At the present moment it is practically impossible to give the cost of learning to fly, or the hire of Club machines per hour, for Hong Kong, so as to enable the reader to come to some conclusion I give the following figures.

A Member of a well known flying club in England expended in his first year, \$120 on actual dual instruction, \$200 on flying solo, on subscriptions, lecture fees and general expenses \$160, a total of \$480 in the year, and at the end of it, he was qualified and held his 'A' licence.

When considering the figures the following points must be remembered:—

(a) The above figures were for a member of an Aeroplane Club, Seaplanes cost more to buy and operate.

(b) The instructor, the Engineer and petrol will cost more in Hong Kong.

(c) Then there is the extra cost per machine for transport, from England.

But in spite of these extra operational costs it is considered that the cost, per flying hour for instruction will be reasonable and about 8 to 10 hours instructional flying is required on the average before going solo, and of course solo flying on Club machines works out cheaper than instruction.

The Club would accept responsibility for damage to their Aircraft, and third party risks, provided that the damage, or third party claims were in no way caused by an incident that was a breach of the Club Rules.

Injury to Members would not be covered by the Club, but in these days when everybody is flying, and so few accidents occur, Insurance policies covering flying risks are quite reasonable.

## \$8,500 FOR FIRST FOLIO.

A First Folio Shakespeare, the property of a nobleman, lacking several leaves and with many imperfections, was bought by Mr. Quaritch for \$8,500 at Sotheby's rooms in Bond-street.

This is \$100 less than the record price at auction for a First Folio, the property of the late Baroness Burdett Coutts, bought by Dr. Rosenbach, the American collector, in 1922. The underbidder at the sale was Mr. Gabriel Wells, the New York bookseller, who stopped at \$8,400.

## CHINESE STUDIES.

## GIFT FOR SCHOOL BUILDING.

## \$60,000 DONATED.

The Pro-Chancellor of the University of Hong Kong has much pleasure in announcing that a generous gift of \$60,000 has been made to the University by Mr. Tang Chi-ngong for the purpose of constructing a building for a School of Chinese Studies which it is hoped will eventually develop into a Faculty of Chinese at the University.

The gift, which is made subject to the acceptance of the following conditions, has been gratefully accepted:—

(1) That the building to be erected for the Chinese School is to be named after the donor, and that his name in English and Chinese is to be inscribed outside the building.

(2) That the donor is entitled to provide at his own expense a bust of himself, to be placed in the Great Hall of the University.

(3) That the donor is to have the privilege of nominating four scholarships.

(4) That the donor is to become a permanent member of the Court of the University.

The letter from Mr. Tang Chi-ngong to the Vice Chancellor and the letters of acceptance sent by His Excellency the Chancellor and the Vice Chancellor are in the following terms:—

Hong Kong, May 7, 1928.  
W. W. Hornell, Esq.,  
Vice Chancellor, University of Hong Kong.

Dear Sir,

In view of the great interest which His Excellency the Governor takes in the education of Chinese generally, and the study of Chinese in the University in particular, I have much pleasure in informing you that it is my intention to donate to the University the sum of \$60,000 for the purpose of erecting a Chinese School, on the conditions set out in your letter of the 14th April to the Hon. Dr. R. H. Kotewall.

It being the special desire of my children that the donation should synchronise with my 70th birthday on the 26th July next, I would ask you not to announce it until that date, when I will have the pleasure of sending you a cheque for the amount mentioned.

I am, etc.,  
TANG CHI-NGONG.

Hong Kong, May 8, 1928.

Tang Chi-ngong, Esq.,  
Hong Kong.

Dear Mr. Tang Chi-ngong,

The Hon. Dr. R. H. Kotewall handed me yesterday your letter of the 7th May, 1928, in which you announce your generous intention to give the University the sum of \$60,000 for the purpose of constructing a Chinese School. I am sending a copy of your letter to His Excellency the Chancellor.

You will doubtless hear in due course from His Excellency, but meanwhile please accept on behalf of the University and myself, our most grateful thanks for your splendid generosity. Ever since I have been Vice Chancellor I have been striving to give to Chinese studies that place in the University curriculum which they should occupy. Such generosity as that of yours and others should make it possible for us to make at least a sound beginning. The conditions set out in my letter of the 14th April to the Hon. Dr. R. H. Kotewall will be duly observed. I note what you say about the announcement of your gift being postponed until the 26th July. I am leaving Hong Kong to-day, and shall not be back until the end of September, but I am suggesting to His Excellency that the Hon. Mr. Southern who will, in the absence of His Excellency, act as Pro-Chancellor of the University, should make the announcement on the date mentioned by you.

Again thanking you, believe me, Yours sincerely and gratefully,  
W. W. HORNELL,  
Vice Chancellor.

Hong Kong, May 8, 1928.

Tang Chi-ngong, Esq.,  
Hong Kong.

Dear Mr. Tang Chi-ngong,

I have before me a copy of your letter of the 7th May, 1928, to the Vice Chancellor.

I thank you most heartily for your most generous gift to the University. It has always been one of my most cherished ambitions to see the University of Hong Kong equipped with really effective facilities for Chinese studies. I know that if the University had the means it could do work in connection with Chinese learning and culture generally, which not only China, but the whole world needs, and needs badly, especially at the present crisis. As things are now in China I can not see how this work can be done anywhere else. It is therefore not only as Chancellor of the University, but as a student of Chinese and a lover of China, that I thank you most heartily for your most timely generosity. You, and other Chinese

gentlemen, who are now coming forward, should make it possible for the University to make at least a good start in beginning a Chinese Faculty—that is our goal even though we are compelled to begin with something more modest.

I note that you wish the announcement of your gift to be postponed until the 26th July, 1928. As you know, I am leaving Hong Kong to-morrow, but the Hon. Mr. W. T. Southern who will be Pro-Chancellor of the University in my absence, will make the announcement on that date. As soon as the announcement is made you will be appointed a life member of the Court of the University, and the University will be proud to place your portrait in the Great Hall among its other benefactors.

I am,  
Yours sincerely,  
C. CLEMENT,  
Chancellor,  
University of Hong Kong.

## 'SORROWS OF SATAN.'

## PARAMONT PICTURE ON A MAGNIFICENT SCALE.

## AT THE QUEEN'S.

The "Sorrows of Satan," which is being screened at the Queen's Theatre until Saturday, is a picture made on a magnificent scale, and from a technical point of view it is unsurpassed. Contrast of scenes, from the splendid grandeur of social life, to the dingy living of struggling humanity, impressively stamps the film on the imagination of the audience.

The theme is interesting throughout, and the picture is especially notable for the exceptional lighting effects with which Mr. D. W. Griffith, as director, has achieved a great success.

The cast is well chosen. Carol Dempster, as a poor authoress struggling for a living, wins great success in an emotional part. Richardo Cortez, enacts a difficult part and gives a Great Performance. As a rich Princess, Lya de Patti, plays a "wicked" part and plays it well. A figure attracting great attention, Adolphe Menjou, portrays "Satan" in his characteristic cynical manner.

The play is of course, adapted from the well-known novel by Marie Corelli.

## 'THE MARK OF ZORRO.'

The inimitable Douglas Fairbanks will be seen in one of his greatest pictures, "The Mark of Zorro," which will be screened at the World Theatre from to-day till Saturday.

The picture is the fore-runner of "Don Q" and finds Fairbanks playing a dual role, appearing first as "Zorro" himself, and later as Don Q, his son. "The Mark of Zorro" has romance, action, suspense and comedy, not to mention numerous thrills which are introduced from time to time. Fairbanks performs a series of agile "stunts," smiles his usual infectious smile and throws much devil-may-care "pep" into a part that is one of his finest achievements.

## 'LOVE 'EM AND LEAVE 'EM.'

Light, entertaining, and modern is the theme of "Love 'em and Leave 'em," a picture which will be screened at the Star Theatre from to-day to Saturday. The story concerns two young sisters who are both in love with the same man, the said man being unable to make up his mind which one he prefers. One of the girls has always followed the slogan of "Love 'em and Leave 'em" and things become highly complicated when the second one suddenly decides to adopt it too! Such is a brief outline of this story which is enacted by Evelyn Brent, Lawrence Gray and Louise Brooks in the leading roles, with Marcia Harris and Dorothy Mathews in support.

## DOMESTIC ROW.

## HUSBAND ATTACKS WIFE WITH SCISSORS.

## CUTS HIS TONGUE.

On July 2 a Chinese and his wife, living at No. 26, Temple-street, Yaumati, quarrelled over a domestic matter, and the man attacked the woman with a pair of scissors, inflicting several wounds. When she escaped from the house, the man, in an uncontrolled fit of temper, cut off a part of his own tongue. Both husband and wife had to be taken by the police to hospital whence they were recently discharged. Yesterday the man appeared before Mr. W. Schofield, at the Kowloon Magistracy, charged with causing bodily harm to his wife. He admitted the offence. As the wife had since gone to live with the defendant, the police did not ask for compensation for her. The Magistrate imposed a fine of \$100 and, in addition, ordered defendant to sign a bond in the sum of \$200 to be of good behaviour for 12 months.

gentlemen, who are now coming forward, should make it possible for the University to make at least a good start in beginning a Chinese Faculty—that is our goal even though we are compelled to begin with something more modest.

I note that you wish the announcement of your gift to be postponed until the 26th July, 1928. As you know, I am leaving Hong Kong to-morrow, but the Hon. Mr. W. T. Southern who will be Pro-Chancellor of the University in my absence, will make the announcement on that date. As soon as the announcement is made you will be appointed a life member of the Court of the University, and the University will be proud to place your portrait in the Great Hall among its other benefactors.

I am,  
Yours sincerely,  
C. CLEMENT,  
Chancellor,  
University of Hong Kong.

## TEASERS.

## Answers to To-day's Questions.

1. In Asia.
2. Comdr. Basil Reginald Hamilton Taylor, R.N.
3. Lord Lovat, April 9, 1747.
4. Mr. H. R. Phelps.
5. The Greek God of Love.
6. Lugard, Elliot, May, St. John's and Morrison.

## CHIEFS' ULTIMATUM.

## STRANGE DECLARATION OF INDEPENDENCE.

An Ottawa message of July 3 states that the "elected Chiefs of six nations of Indians, the Muhawks, Onondagas, Cayugas, Senecas, Onondagas and Tuscaroras, have sent an ultimatum to London and Ottawa on behalf of the Tuscaroras, declaring their independence and demanding the immediate withdrawal of the Canadian Police from the reserve; reparations for unwarrantable invasion, with violence and acts of war; and breach of solemn treaty rights.

London and Ottawa will be given a full opportunity of laying their briefs on the table, "and their hands palm upwards."

But the Canadian Government are not perturbed. The signatories of the ultimatum are mainly those who were ousted from power when the reserve was placed under the control of the Council, which was elected some years ago, under Government supervision.

## ARMY DOCTOR FOUND DEAD.

The body of Col. Robert Wallace Wright, aged 64, who during the war was in charge of the R.A.M.C. 11th Army Corps, was found in a small pond in the grounds of his residence, Testbourne House, Totton, near Southampton. There appeared to be a shot wound in the head.

Col. Wright had been suffering from neurasthenia during the past six months and had been under medical care.

The discovery was made by his sister who, with the servants, made a search of the grounds when Col. Wright did not appear at breakfast time.

The sum of £451,373 was collected by the Surrey County Council for motor-car licences during the five months ended May 31.

Fifty-eight men appeared for trial recently at Glasgow on gaming charges, following a police raid.

## VASENOL WORKS—DR. ARTHUR KOPP—LEIPZIG.

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## Shows Before

## COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Sorrows of Satan."  
To-day—World Theatre; "Mark of Zorro."  
To-day—Star Theatre; "Love 'em and Leave 'em."  
July 29-30—Queen's Theatre; "Paradise for Two."  
July 29-30—World Theatre; "The Great Gatsby."  
July 29-30—Star Theatre; "Let It Rain."

July 31-Aug. 1—Queen's Theatre; "The Midnight Rose" (Wed. at 9.15 Long Tack Sam).

July 31-Aug. 1—World Theatre; "Sparrows."

Aug. 2-4—Star Theatre; "After Midnight."

Aug. 2-4—Queen's Theatre; "The Red Mill" (At 9.15 Long Tack Sam).

Aug. 2-4—World Theatre; "Heaven on Earth."

July 31-Aug. 1—Star Theatre; "Three Faces East."

Land Sales.

July 30—At P.W.D. offices, Crown Lands at Shamshui, and Prince Edward-rd., Kowloon City, 3 p.m.

Lammer's Auction.

July 30—At 6, Observatory-villas, Kowloon, household furniture, 10 a.m.

Sport.

July 27—At V.R.C., water polo league, 6 p.m.

Miscellaneous.

July 31—Garrison Children's Schools' annual prize-giving, in H.K.V.D.C. drill hall, 11 a.m.

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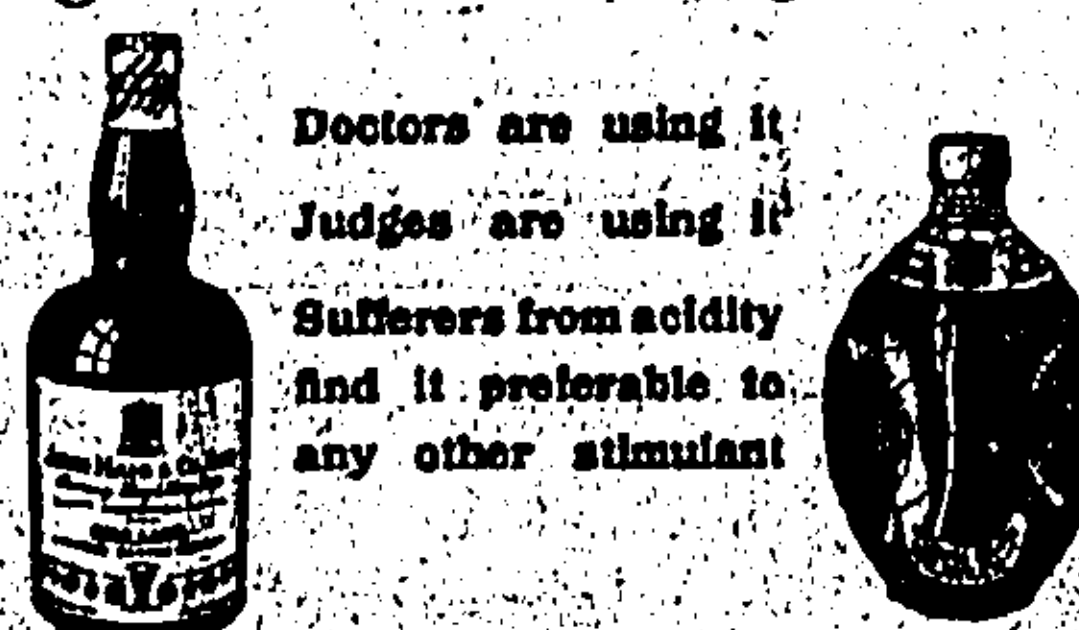
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Sufferers from acidity  
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any other stimulant

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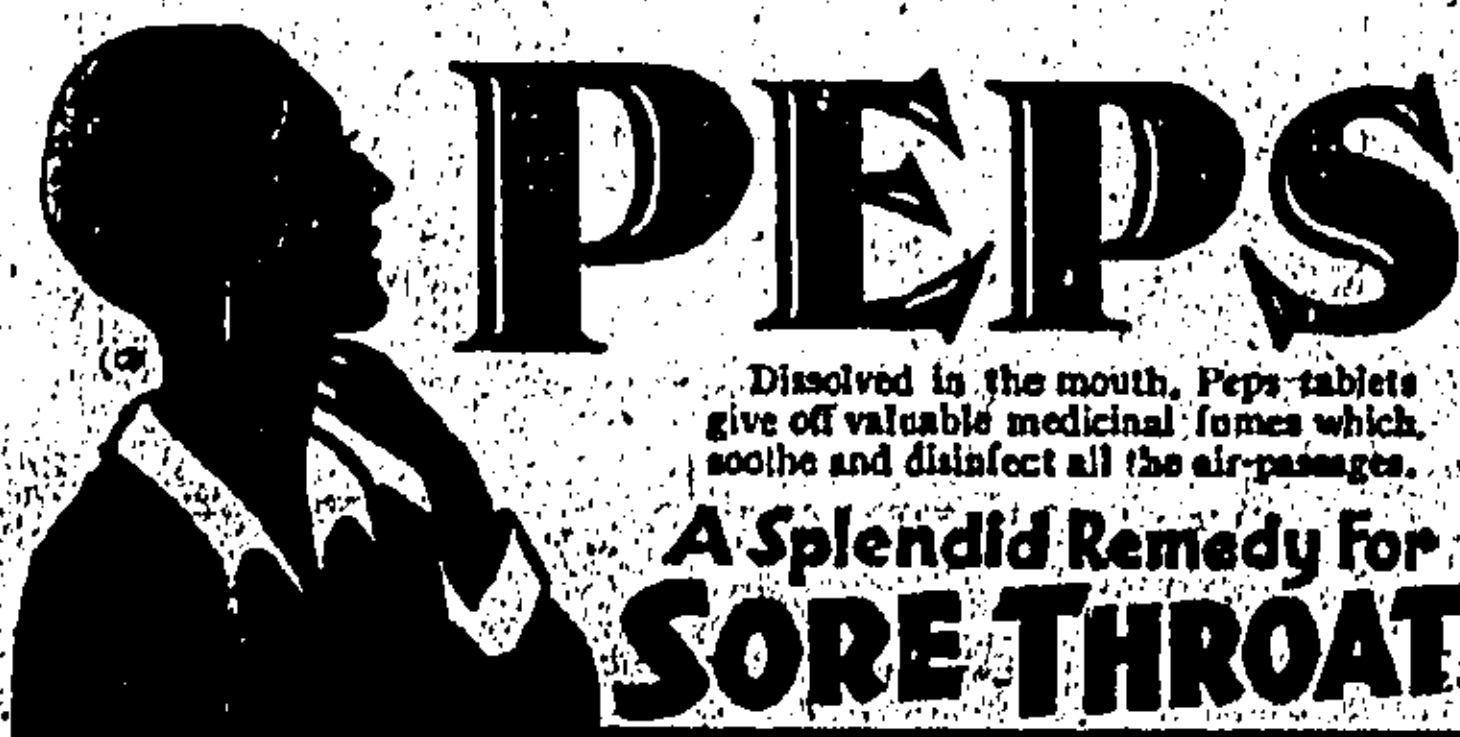
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## ERIN TO-DAY.

NO PLACE FOR A HOLIDAY!

THE STAGE IRISHMAN.

Ireland, the place and its inhabitants, are misunderstood abroad, we are told, largely because of misrepresentation by the Irish themselves. The outsider bases his judgment on the national character of the Irish as portrayed in the aggregate of Irish plays, says "M. R." in "The Irish Statesman" (Dublin), and in these plays he finds an assortment of "vulgar self-seekers, drunken tondies, cowardly bullies, thieves, hars and gunmen, relieved only by sufficient Christian characters to make the general atmosphere more deplorable." As no foreigner could conceive that the Irish would show themselves in anything but the most rosy light, it is alleged, he will naturally conclude that as a place for a holiday Ireland should come well after Mexico and Russia. The Irish have carried this self-depreciation to such a length, that whenever a drink-solden wheedler staggers onto the stage, he is at once accepted by the audience as a typical Irishman, and it is asked:

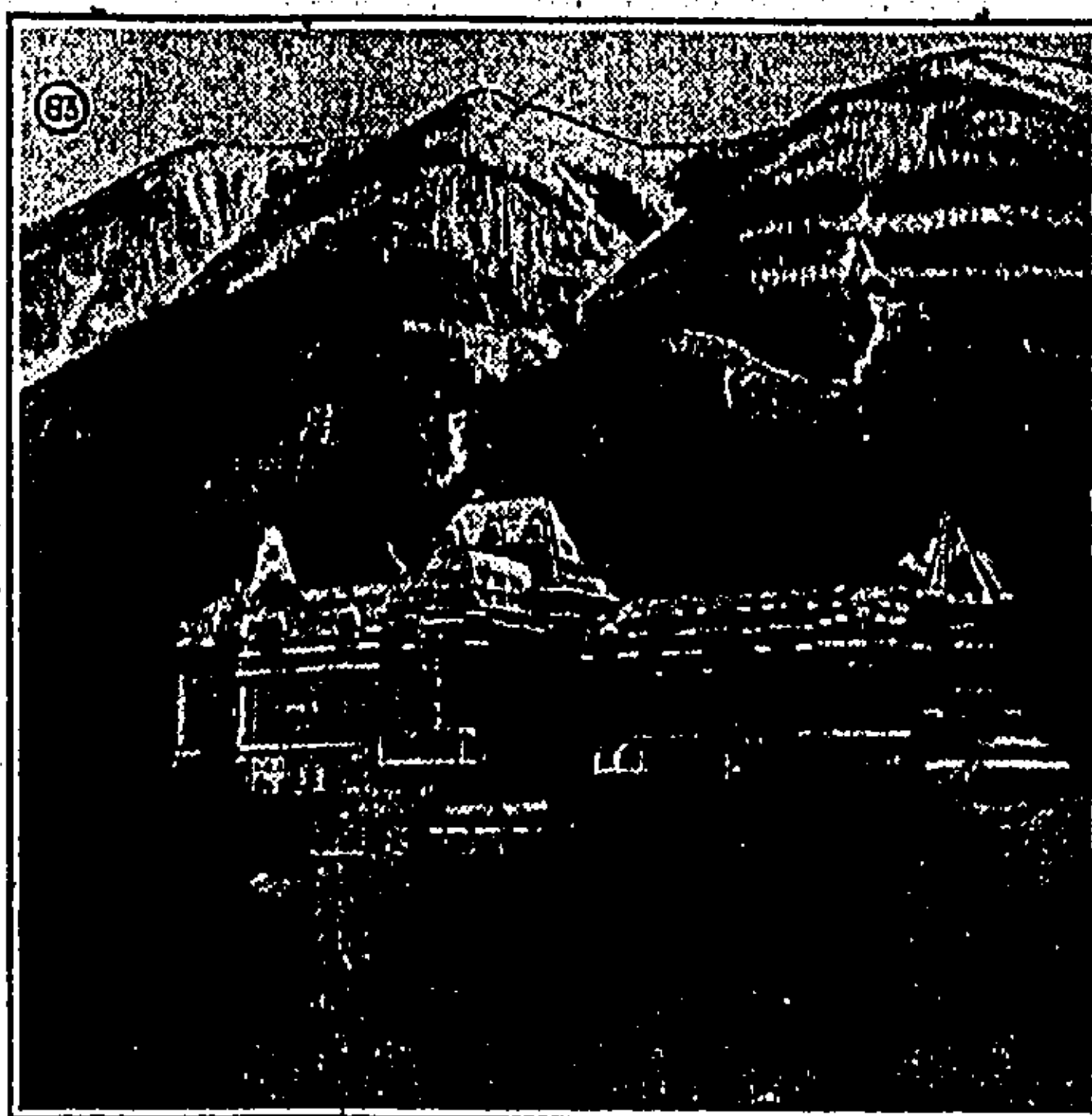
"Can we blame an English or American audience who comes to this conclusion? Surely not, for they only believe what we tell them; we ought to know, and we never suggest, that there could exist any kind of culture or honesty in Ireland unless it be introduced on the stage for the obvious purpose of showing how efficiently it is scotched by the 'typically Irish' degradation of the surroundings."

"Supposing an unusually courageous American were to decide to brave the drunkards, footpads, and sharpshooters that we tell him to expect, his next query will concern the climate, and he will turn again to Irishmen for information. He will be told that in Ireland it is always raining, that when it is not raining there exists a blanket of fog, that the sun never shines, and that if ever it does, it makes the country look ugly, since Irish scenery has to be seen in the rain (or fog) to be appreciated. It may well be asked why we tell these amazing lies; it may be our modesty that prevents us from suggesting that we are a civilized people; but the climate is not of our making, and modesty need not deter us from stating that we possess the best of all climates. We extol the Mediterranean, but we never mention that its climate includes four rainless months every summer; indeed, if we were given Mediterranean summer we should have reason to complain of the Irish climate. We even go to the length of belittling our climate in comparison with that of England, and the only cure for this is to live for some years in England and find out."

## "SPORT IN IRELAND."

So the American who is thinking of visiting Ireland, M. R. goes on to say, must not only be prepared to be bullied and swindled by the stage-Irish ruffian—modern style—but he must also be prepared to face the stage climate. He sees himself wandering about in bogs, it is said, wetted to the skin by driving rain, being lost in the fog or being washed away by swollen torrents. But we read then—

"Our Jeremiah is perhaps heard at its loudest in connection with



## WESTERN HOTEL NOW COMPLETE

Still more majestic, standing alone, the Banff Springs Hotel, guardian of the Canadian Rockies, is again prepared for the summer rush of tourists and passing travellers. Many alterations have been made in the construction of the hotel while an additional wing has been built.

New swimming pools are a still further attraction, both warm and cold baths being built. Altogether there is a splendid and dignified atmosphere surrounding the new Banff Springs Hotel, which is rather that of an old-world mansion than of a hotel.

The old golf course has been renovated and enlarged from a nine hole to an 18 hole course, under the encircling shadow of the mountains.

## 'Sport in Ireland'; yet nowhere else in the world can it be so cheaply enjoyed.

It is true that rough shooting has largely disappeared, and that preservation has become entangled in the complications of land purchase, but this does not apply to hunting, yachting, lake and sea fishing, superb coast bathing, and to the greater salmon and trout rivers of Ireland. We talk of poachers as though they were not at least as common in Scotland; we do not mention salmon disease, because we have not seen it; in the best Scottish rivers it is rife. Despite the bleak weather of early spring fishing, a Scottish salmon reach can command a rental at \$25 per fish on the average take, less expenses; while owing to our self-depreciation \$10 per fish is still a good rent here. A comparative table showing the subscriptions and costs of Irish and English hunts would confound our pessimists, and this should certainly be prepared and published. It is a favourite wail that everything is dearer in Ireland, and while this is true of certain commodities, yet a visitor can get more sport for his money here than he can anywhere else. It only remains for us to show him that we are not all dirty, irresponsible swindlers, eking out a livelihood by theft and brigandage in water-logged misery, and to prove that 'Cead Mile Failte' (the Irish salutation of welcome to a newcomer) is not an obsolete device printed in Manchester for Irishmen's doormats."

Three miners were injured in the Saltwells Colliery, Dudley, through the cage dropping to the bottom of a shaft.

German schoolboys from Hamburg, making a tour of Yorkshire, were spectators in Leeds magistrate's court.

## 7,000 MILES JOURNEY.

TO ASK: "MAY I REMARRY?"

Mrs. Cooper, a native of Southampton, has travelled 7,000 miles to ask a London magistrate if she can remarry. She has not seen her husband for nine years, but cannot say that he is dead.

She was married at Nottingham, in December, 1907, to Percy Albert Cooper, and went out to Chile, South America. Now she has come to inquire if she may accept the marriage offer of a South American farmer. The fare for the voyage is \$49.

She sought the advice of Mr. H. C. A. Bingley, the magistrate at Marylebone Police Court.

"For seven years," she said, "I have worked hard in Chile, saving all I can, and now that I have got a holiday I have come to England to see if I can marry again without running the risk of a prosecution."

Extenuating Circumstance.

"Well, madam, I cannot give you permission," replied Mr. Bingley. "Where did you last see your husband?"

"Nine years ago, in Chile," she replied.

The magistrate asked if she had any reason to think that her husband was dead.

"I have no idea," she replied, "I have neither seen nor heard of him. For nine years I have worked in one place, as a housekeeper."

Mr. Bingley said he could only tell her that if her husband came to life again, so to speak, she could be prosecuted for bigamy; but if she could show that she had not seen or heard of him for nine years she would probably be acquitted. It was for her to decide whether or not she would take the risk.

## "Several Offers."

Mrs. Cooper told a "Daily News" reporter that she had not made up her mind what she would do. "I shall certainly go back to Chile," she said, "but my position will be a difficult one. I have had several offers of marriage out there since my husband disappeared nine years ago, but I decided it would be more honest to come home and try to find out my legal position before I accepted the present proposal."

The man who has asked me to marry him is a Scotsman, second manager on the big sheep station where I am employed as housekeeper. I find that I cannot divorce my husband as I have no proof that he is alive.

"It has cost me a lot of money to make the trip, and it all seems useless now. When my husband went away he took with him our only child, a boy, whom I had placed in a school. I have never seen the boy since. He will be 18 years old now. Advertisements in the South American papers for my husband have had no result. Now, if I marry again, I must take the risk of being prosecuted for bigamy."

## ABBEY PIECES FOR U.S.

Mr. Thomas Wright, clerk of the works at Westminster Abbey, is retiring after 55 years in the works department. He has had many requests from American visitors to send portions of the fabric to the United States. He told a reporter:

Americans are always asking for pieces of the Abbey. Sometimes I send pieces when I get permission. It is a sentimental craze that will pass. I have just sent a piece of stone to Canada to be built into the wall of a new church.



## LAKE DROPPED TWO INCHES

An excellent official opening of the western lakes and rivers was made this Spring when several guests of the Banff Springs Hotel commanded a big motor bus for the five-mile journey to Lake Minnewanka, where several good catches were made.

The best sport fell to G. Andrews, of Banff, who captured a thirty-pound lake trout after a long struggle. He practically swam that the water dropped two inches when the trout had been landed.

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## A WEEK'S PAPERS IN ONE

"OVERLAND CHINA MAIL" ILLUSTRATED.

CHINA NEWS, LOCAL NEWS  
AND ALL THE NEWS

SEND IT HOME!

Demand for the "Overland China Mail," the only illustrated weekly record of Hong Kong news and China events, is steadily increasing. This week's issue will be just as interesting as those of the past which, evidently, have found favour.

In Hong Kong, there has been the unique appeal to the Full Court against the decision of a Police Magistrate—a very rare occurrence which brought light on the fact that the Colony's law on such a matter is different from that of other British Colonies.

The Chinese outcry for increase of water rations has led to the supply being discussed by legislators. By a coincidence, the Homeland has been enjoying a spell of real summery weather, accompanied by a prolonged drought.

In the political world, the "Overland" tells of the trouble at Chefoo where several hundreds of British people, and the arrival there of H.M.S. "Magnolia." Strange to say, the American authorities deem the time opportune to reduce their garrison of marines at Tientsin by one-third.

Japan has occupied the forefront of attention. Exchange of notes, warnings etc. between her and China is recorded in the "Overland." The cables, reports, comment and footnotes on this subject will provide food for thought for people at Home who recall that Sir Austen Chamberlain said that it had not been recognised that Japan had a favoured position in North China.

## WHEN YOU GO ON LEAVE.

Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

## READY TO-MORROW.

Mail via Suez closes at 9.30 a.m. on Saturday.  
and via Siberia at 6 p.m. on Friday.

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# Sport Columns

## COMPSTON BEATEN.

### HAGEN TURNS THE TABLES.

#### 6 UP AND 5 TO PLAY.

Waylands (Massachusetts) Yesterday.  
Hagen beat Compston six up and five to play in the return match over 72 holes.—Reuter.

## THE SLOW GOLFER.

### LOOKING FOR THE MAJOR DIFFICULTIES.

#### DANGER OF CAUTION.

[By Fred Robson.]

During the amateur championship, there were many complaints about the slowness of the players. Some men I am told, were taking as long as three hours for the round, and that to me suggests that there was a good deal of time wasted, not deliberately, of course, but owing to excessive caution, or care. I wonder if it were worth while.

The pace at which the golfer plays is, I think, governed by his temperament. You have George Duncan, "a streak of lightning," as I have heard him described, and it is true that he plays at a speed that is all too fast for most of us. But Duncan has admitted that he cannot slow down, or at any event that he is not comfortable when he makes the attempt. His quick thinking mind is always urging him on, and to make the correct physical response he must act promptly.

On the other hand there are those who may be described as slow; that is the player who, as soon as he arrives on the green, begins to walk about with slow and measured stride tramping up and down studying the line from both ends. It is tedious to watch him standing, while all the time you are waiting your turn to putt. But be careful or you will become irritated and upset.

Slowing down may, of course, be a matter of tactics. It is often tried with success and I am told that one of the big surprises at Prestwick was brought about entirely because a competitor was hopelessly rattled because of his opponent's dilatory play.

**SUITABLE PACE.**  
But, as I have said, each golfer has his own pace at which it is most suitable for him to proceed and if he alters it one way or the other he is liable to suffer. Golf is not exceptional in this respect. Can you imagine J. W. Hearne, so correct and polished in style, lashing out at the bowling in cricket in the fashion of a Jessop. I am sure that if he attempted to score his runs at the pace set by the old Gloucestershire amateur, he would lose his wicket quickly.

And so it is with the golfer. Unless he takes sufficient time in which to take up his stance and attune his mind properly, to the making of the stroke, it is bound to go wrong.

It is on the greens during the critical operation of putting that most time is wasted. It is then that the nervous tension is most acute and players claim time in which to pull themselves together before settling down to the task of getting the ball into the hole. On such occasions you see men looking at the line from both ends when at ordinary times they are content with a glance from behind the ball.

I am afraid that the extra care which seems to be taken in these instances does not always serve a very good purpose. Indeed, there is a danger that they may not see anything at all. It is often for the same reason that so much "garden" is done.

The story is told that at Prestwick one official declared that he would propose that for the championship next year every competitor should be provided with a box into which he would have to place everything which he picked up from the greens. He added: "We shall want a magnifying glass to examine the contents."

It is said of the golfer who hurries over the shots that he is frightened of them, and that he wants to get them over. I think it is equally true that the player who is excessively slow is having a fight with himself. That is to say, he is having a struggle with himself to get the better of his unruly nerves.

One old player watched the amateurs at Prestwick with something like pity. "They thought themselves out of their matches," he told. "The chief object when they set forth seemed to be to discover the difficulties. By Jove they found them."

**ANOTHER DANGER.**  
This is another danger of slowing down and taking special pains and care. If you anticipate trouble you are almost sure to find it. In this unhappy state of mind one

is very liable to concentrate on the pitfalls with the object of escaping them, but it is far better to ignore or try to forget all about them. This is not easy but one has a better chance if one tackles the job with confidence and boldness. Bunkers do not trouble you when you are playing well. You do not even see them. That is the ideal state, and I think it is only possible of attainment by playing naturally.

In the Open Championship Jose Jurado, the young Argentine player, took longer to go round Sandwich than most of us, but provided you were not playing behind it was easy to have sympathy with him. He had come all the way from South America to make a supreme effort, and in such circumstances, the means which he took to get the figures might be thought to be justified. Possibly, too, Jurado played at the pace to which he was accustomed at home. At the same time it was significant that his pace quickened and that his last round was played in the shortest time. But that was when the strain was becoming more tense, and this rather supports the contention I have previously made that the player who is nervous is inclined to hurry over the strokes.

There is only one way to play golf in regard to pace or any other matter. One must be natural. I believe that the man who can successfully adopt special methods for special occasions is a rare exception. One may be justified in making the attempt for tactical purposes, if, for instance, it is legitimate to try and rattle an opponent, but even this is risky. You may rattle yourself.

## THE OLYMPICS.

### POSSIBLE ATHLETE RECORDS.

#### BRITAIN'S CHANCES.

How often during the last few years has one heard the observation at some athletic meeting of major importance—"Another record gone! When will it stop!" It is really amazing how records continue to be improved upon year after year—not only our own national records, but world records too. Every season seems to bring a phenomenal performance in some particular event.

As one looks through the existing list of international records it seems almost impossible that they can be bettered and yet I feel it is one of the safest of prophecies to predict, in this Olympic year, that two or three new world records will be set up before 1928 is over.

There are many factors in this seemingly phenomenal advance in athletic standards. One of the chief is undoubtedly the advent of the age of the "specialist," and the principle underlying such concentration good or bad it certainly produces "giants" in any particular event. Our friends from the United States are the examples par excellence of specialisation.

**AMERICA'S SUPREMACY.**  
America heads the statistical list whatever way one looks at it; Americans hold most of the world's records; America produces the best results in both track and field athletics. She is without question the premier all-round athletic nation in the world.

With the development of the specialist has come rapid improvement in trainers and training methods, and the physics and psychology of the athlete have now an equal place at least with his anatomy and physiology. One more point occurs to me in this respect, a point to my mind of much importance from the international viewpoint. The general raising of the standard of athletics is largely due to increased competition. International contests are almost a hundred per cent. more frequent now than in pre-war days. Not only has this multiplication been responsible for a sporting rivalry productive of what seem almost superhuman efforts, but it has ripened international amity and has helped on some of the smaller nations to an amazing extent.

#### BRITAIN ONLY SIXTH.

A consideration of some figures from last year's athletic results in all parts of the world will serve to show how much this help has meant. It is somewhat of a surprise to find that Sweden was the second best all-round field-event performer for the year, and Finland, Hungary and Norway the fourth, fifth and sixth respectively. America, of course, claims the first position, and Germany the third, but Great Britain could only reach the seventh place, with France just below her.

In track events Great Britain is, however, runners-up to the United States, in which branch Finland, Norway, Hungary and Sweden are all in the first eight. In the aggregate—i.e. the best all-round athletic nation for 1927—the placings come out in the following interesting order: U.S.A. first, Germany second, and then Sweden, Finland and Hungary in that order, with Great Britain just getting into sixth place above Norway and France!

## THE BIG FIVE.

Another interesting fact that a consideration of figures brings out is that all the recorded world's records were divided up amongst five nations—America, Germany, Finland, Sweden and the British Empire. I say the Empire advisedly, as two far-dis-



Andy Payne, 22-year-old Oklahoma farmer boy, winner of the cross country marathon race from Los Angeles, California, to New York City. Payne led a field of expert marathoners virtually all the way.

tant "posts" have furnished world-beating athletes in C. H. Coffee, the Canadian sprinter, who has 9.3-5 secs. to his credit for the 100 yards, and A. W. Winter, the Australian who surprised the critics in the Paris Olympiad of 1924 by achieving 50 feet 11½ ins. in the Hop, Step and Jump event.

Having suggested that this year will almost certainly see new world's records made, may I point out where Great Britain could come into the picture? I don't think we have any world-beating sprinters this year, though London, Hodge (who has, I hear, temporarily retired from the track), Rinkel, and Butler are easily in the first flight. Rinkel seems the most probable aspirant, especially at the 220 yards (at Amsterdam 200 metres) mark.

Sprinting records have, I think, almost reached their minimum mark, but the world of athletics keeps on producing men to equal those marvellous minimums. It is interesting to note, in passing, that the world's best sprinter last year was a Norwegian—Anderson—on times!

## OUR HURDLING STRENGTH.

D. G. A. Lowe, of course, is more than a potential world-record maker. In view of his defeat by Peltzer two years ago, when the loser actually broke the world's record, it would be but justice for the laurels to come Lowe's way in August.

In the distances, as in the sprints, I think we shall be well in the running, but not in the front, unless, perchance, Stallard can still produce one more of his super-efforts. In hurdling, on the other hand, Great Britain is stronger than she has ever been with F. R. Gaby and Lord Burghley in the short hurdle race, and the latter also in the quarter mile hurdles.

Either athletic might win a world's title and make a world's record in Amsterdam in the shorter race. Even more probable is Burghley's chance of achieving this distinction at the longer distance.

In the field events proper the outlook is not so cheery, but there have been very distinct signs of late of marked all-round improvement. We may not get within reach of world's honours in this field of athletic activity, but shall without doubt provide several Olympic finalists. Amongst these the probabilities seem to be M. C. Nokes and R. W. Howland.

One may say, in conclusion, that only one nation has very definite designs on two or three world's championships and world records this year, namely, Great Britain, who last year was only the sixth athletic nation of the World!—A. E. Porritt in "Evening News."

The Air Ministry agreed to lend the Supermarine-Napier 85 sea-plane, with which Flight Lieut. S. N. Webster won the Schneider Trophy at Venice, to the French air authorities for exhibition at the Paris Aero Show.

Dr. Rabindranath Tagore, the celebrated Indian writer, has cancelled his proposed visit to Europe on account of ill-health. He will not deliver the Hibbert Lecture at Oxford University next year.

## MONEY & SHARES.

### TO-DAY'S QUOTATIONS.

| On London—                            |                |
|---------------------------------------|----------------|
| Bank, wire .....                      | 2/- 3/4        |
| Bank, on demand .....                 | 2/- 7/16       |
| Bank, 30 days' sight .....            | —              |
| Bank, 4 months' sight .....           | 2/- 3/4        |
| Credits, 4 months' sight .....        | —              |
| Documentary 4 months' sight .....     | —              |
| On Paris—                             |                |
| On demand .....                       | 1262 1/2       |
| Credits, 4 months' sight .....        | —              |
| On Berlin—                            |                |
| On demand .....                       | —              |
| On New York—                          |                |
| On demand .....                       | 49 1/2         |
| Credits, 60 days' sight .....         | —              |
| On Bombay—                            |                |
| Wire .....                            | 186 1/4        |
| On demand .....                       | 186 1/4        |
| On Calcutta—                          |                |
| Wire .....                            | 186 1/4        |
| On demand .....                       | 186 1/4        |
| On Singapore—                         |                |
| On demand .....                       | 88             |
| On Manila—                            |                |
| On demand .....                       | 99 1/2         |
| On Shanghai—                          |                |
| On demand .....                       | 76             |
| 30 days' sight (private paper) .....  | —              |
| On Yokohama—                          |                |
| On demand .....                       | 108            |
| Gold Leaf, 100 fine (per tael) .....  | —              |
| Sovereigns (Bank's buying rate) ..... | 2/1 1/4 \$9.50 |
| Silver (per oz.) .....                | 27 6/16        |
| Bar Silver in Hong Kong .....         | 4 1/2 % prem.  |
| Chinese Copper Cash nom. .....        | —              |
| Chinese Copper Cents 6% prem .....    | —              |
| Rate of Native Interest .....         | 7% p.a.        |
| Chinese Sub. Coin .....               | 28 3/4 % dis.  |
| Hong Kong Sub. Coin Par. .....        | —              |

### LONDON EXCHANGES.

| London, Yesterday.          |            |
|-----------------------------|------------|
| Paris .....                 | 124.10     |
| New York .....              | 4.85 31/64 |
| Brussels .....              | 34.91      |
| Geneva .....                | 25.23      |
| Amsterdam .....             | 12.07 1/2  |
| Milan .....                 | 92.85      |
| Berlin .....                | 20.36      |
| Stockholm .....             | 18.16      |
| Copenhagen .....            | 18.02      |
| Oslo .....                  | 18.20      |
| Vienna .....                | 34.455     |
| Prague .....                | 163 1/4    |
| Helsingfors .....           | 138        |
| Madrid .....                | 23.505     |
| Lisbon .....                | 2 3/16     |
| Athens .....                | 375 1/2    |
| Bucharest .....             | 795 1/2    |
| Rio .....                   | 5 29/32    |
| Buenos Aires .....          | 47 25/64   |
| Bombay .....                | 1/5 29/32  |
| Shanghai .....              | 2/8 1/4    |
| Hong Kong .....             | 2/0 3/4    |
| Yokohama .....              | 1/10 17/32 |
| Silver Spot & Forward ..... | 27 5/16    |

—British Wireless Service.

### THE SHARE MARKET.

| Stock                         | Home Keng. Stock Exchange. |
|-------------------------------|----------------------------|
| T.T. on London .....          | 2/- 3/4                    |
| T.T. on Shanghai .....        | 76                         |
| Banks.                        |                            |
| Hongkong Bank .....           | \$1292 1/2 b               |
| do. Lon. Reg. .....           | \$140 1/4 n                |
| Chartered Bank .....          | \$22 1/2 n                 |
| Mercantile A. & B. .....      | \$36 n                     |
| do. C. .....                  | \$14 1/2 n                 |
| P. & O. Bank .....            | \$34 n                     |
| Bank of East Asia .....       | \$75 n                     |
| Insurance.                    |                            |
| Canton Insurance .....        | \$635 b                    |
| Union Insurance .....         | \$346 b                    |
| North China Insurance .....   | \$145 1/2 b                |
| Tonghai Insurance .....       | \$50 n                     |
| China Underwriters .....      | \$32 1/2 b                 |
| China Fire Insurance .....    | \$245 b                    |
| H.K. Fire Insurance .....     | \$730 b                    |
| Shipping.                     |                            |
| Douglas .....                 | \$37 1/4 b                 |
| H.K. Steamships .....         | \$27 n                     |
| H.K. Tugs & Lighters .....    | \$2 n                      |
| Indo-China (Freight) .....    | \$35 n                     |
| do. (Def.) .....              | \$70 n                     |
| Shell Transports .....        | \$100 n                    |
| Water-boats .....             | \$20 1/4 b 20 1/4 s        |
| Mining.                       |                            |
| Benguet .....                 | \$1 1/4 n                  |
| Kailan Mining Ad. .....       | \$60 n                     |
| Langkai (Combined) T.11 ..... | \$75 n                     |
| do. (Single) .....            | \$75 n                     |
| Shanghai Explorations .....   | \$2.45 n                   |
| Shanghai Loans .....          | \$7 1/2 n                  |
| Raub .....                    | \$4.60 n                   |
| Tonoh Mines .....             | \$17 1/2 b                 |
| Docks, Wharves, Godowns, &c.  |                            |
| H.K. & S. Wharves .....       | \$130 1/4 n                |
| H.K. & W. Docks .....         | \$40 n                     |
| China Providents .....        | \$15 n                     |
| Hongkong .....                | \$150 n                    |
| New Engineering .....         | \$5 n                      |
| Shanghai Docks .....          | \$107 1/4 n                |
| Cotton Mills.                 |                            |
| Ewo Cottons .....             | \$8.80 b                   |
| Oriental Cottons .....        | \$2 1/2 n                  |
| Shai Cottons (Old) .....      | \$2 1/2 n                  |
| do. (New) .....               | \$2 1/2 n                  |
| Lands, Hotels & Bldgs.        |                            |
| H.K. & S. Hotels .....        | \$8.80 b & sa              |
| Hongkong Lands .....          | \$67 b                     |
| Shanghai Lands .....          | \$183 b                    |
| Humphreys Estates .....       | \$135 b                    |
| Hongkong Realities .....      | \$7 1/2 b 7 1/2 s          |
| H.K. Territorials.            |                            |
| Prince's Buildings .....      | —                          |
| Public Utilities.             |                            |
| H.K. Tramways .....           | \$24 1/2 b                 |
| Peak Trams (old) .....        | \$24.00 s & sa             |
| do. (new) .....               | \$2 n                      |
| Star Ferries .....            | \$64 1/2 b                 |
| China Lights (comb.)          |                            |
| do. (old) .....               | \$11.60 b                  |
| do. (new) .....               | \$11.65 n                  |
| do. 1928 issue .....          | \$11.40 n                  |
| H.K. Electric .....           | \$48 1/2 n                 |
| Electric (new) .....          | \$47 1/2 n                 |
| Macao Electric .....          | \$20 1/2 n                 |
| H.K. Telephones .....         | \$6 1/2 b 6 1/2 s          |
| China Boxes .....             | \$10 1/2 b                 |
| Singapore Tractions .....     | \$10 1/2 b 11 1/2 s        |
| do. Pref. .....               | \$17 1/2 b                 |
| Industrials.                  |                            |
| China Sugars .....            | \$2 1/4 n                  |
| Maabon Sugars .....           | \$24 1/2 n                 |
| Canton Ice .....              | \$3.70 n                   |
| Cementa (comb.) .....         | \$3.35 n                   |
| do. (old) .....               | \$3.40 n                   |
| do. (new) .....               | \$1.55 n                   |
| H.K. Ropes (old) .....        | \$6.80 b                   |
| do. (new) .....               | \$6 1/2 sa                 |
| United Asbestos .....         | \$8 1/2 sa                 |
| Stores, &c.                   |                            |
| Dairy Farms .....             | \$21.00 b                  |
| Watsons .....                 | \$14 n                     |
| Der A. Wings .....            | \$5 cts. n                 |
| I.ane, Crawfords .....        | \$2 1/2 n                  |
| Macintoshes .....             | \$20 n                     |
| Sincere .....                 | \$1 1/2 n                  |
| Wm. Fowells .....             | \$3 n                      |
| Miscellaneous.                |                            |
| H.K. Amusements .....         | \$29 n                     |
| H.K. Constructions .....      | \$1 1/4 n                  |
| H. Ind. G. Bonds .....        | 6 1/2 % n                  |
| H. K. Govt. Loans .....       | 6 % Prem. b                |

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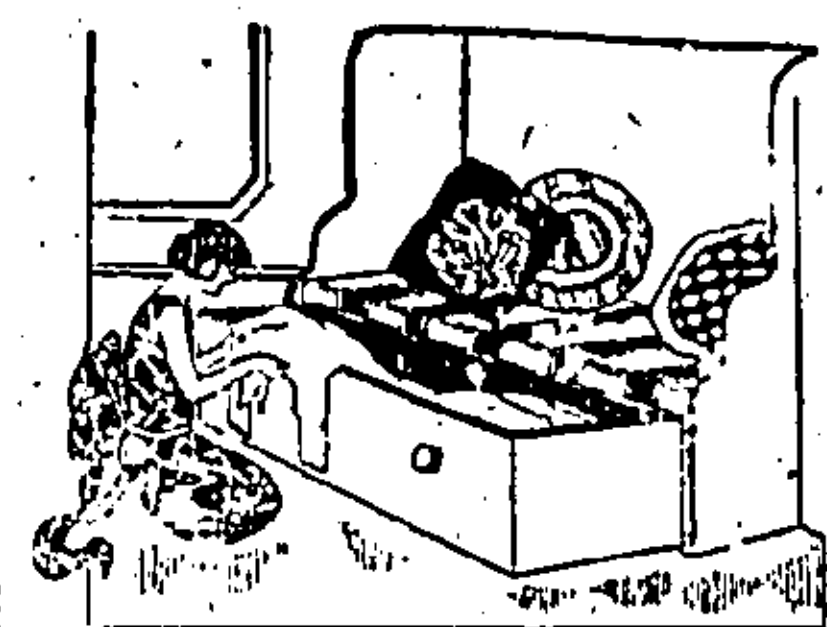
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## BEDROOM ARREST.

NOTES, CASH, AND CHEQUE THEFT CHARGES.

Midnight arrests by the local police in a bedroom of a Bath boarding house resulted in the appearance at Bow-street Police-court of two youths named William Saunders and John Savill. They were charged with being concerned in stealing about £14 in notes and cash, and a number of cheques, belonging to the Sons of the Clergy Corporation, Corporation House, Bloomsbury-place, W.C., and a Webby service revolver, the property of Major Eldred Rowden, of the same address.

Saunders, it was stated, had been employed by Major Rowden as houseboy, and Savill was a son of the cook at the establishment. They disappeared about a week ago, and it was afterwards found that a safe in the offices of the Sons of the Clergy Corporation was open, and that two cash boxes had been broken into and the contents stolen. Major Rowden also missed a revolver and two cartridges, and these are alleged to have been found under Saunders' pillow when he was arrested.

Detective-sergeant Davidson gave evidence as to finding the prisoners detained at Bath recently. They were told they would be taken to London and "charged," and Savill said: "I shall be glad to get home. I only had 10s. of the money." Saunders, added witness, had in his possession £3 13s. 4d., nineteen cheques, and the revolver and cartridges.

A remand was ordered, Savill being allowed bail.

A verdict of Death by Drowning, caused by his motor-car falling into the sea owing to defective steering apparatus, was returned at the inquest on Mr. Donn Byrne, 38, the novelist of Barwell Court, Chesham, Surrey.

## ITALIAN FILMS.

MUSSOLINI'S REPLY TO BOYCOTT THREAT.

The Hague.—As the result of the intervention of Signor Mussolini, the threatened boycott of films of the Olympic Games by the Dutch Cinema Theatres Union has been called off, the Amsterdam newspapers state.

The exclusive rights of filming the Olympic Games at Amsterdam were leased by the Dutch Olympic Committee to the Italian State Luce Film Company, of which Signor Mussolini is president and director. When the Dutch Cinema Theatres Union were informed that a foreign firm had obtained the rights of filming the games, they decided to boycott all such films in the theatres owned by members of the union. As the boycott threatened to saddle the Italian film company with a considerable loss, Signor Mussolini is stated to have informed the Dutch Government that if the boycott was not withdrawn by the Dutch Union all Dutch exports would be boycotted in Italy.

The Dutch Foreign Minister, upon receipt of this information, called a meeting of the Dutch Cinema Theatres Union, and advised them to withdraw the boycott, which they have agreed to do.

## SUNDAY TRADING.

Mr. Frederick Mean (London) told the Grocers' Federation conference at Brighton, that at present 250,000 shops are open on Sundays throughout the country, including 40,000 in London, and 167 street markets.

A resolution was passed asking the Home Secretary to give all possible facilities for the passage of the Shops (Restriction of Sunday Trading) Bill, which has passed its first reading into law.



# THE MOTORISTS' PAGE

## B. S. A. MOTOR CYCLES

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## THE ROCKET CAR.

WONDERFUL GERMAN  
INVENTION.  
UNHEARD OF SPEEDS.

Fritz Opel's rocket car has become the international topic. Everyone of the spectators witnessing the first trial run in public on May 23 on the Avus in Berlin was moved to the depth of the heart not only by the uproar of the explosions, the columns of fire and the burning hot smoke but by the dark perception that here something decisive in the life of peoples was coming into existence: multiplication of speed within space.

It is concentrated driving power known since long to be contained in solid explosive material, and brought by chemical science into a safe shape, that has here replaced the usual engine, and thrown the motor with all its drawbacks and intricacies to the rubbish heap. For, in fact, the rocket car has no engine. It is solely moved by the recoils of the explosions.

This recoil is of the same kind as it will be experienced by anybody firing a rifle without pressing the butt firmly to his shoulder. In order to understand the effect it will be necessary for the layman to picture to himself the following process:

20 grammes of picric acid placed on an iron rail fixed to a permanent way and brought to explosion by means of electric initial ignition through the fulminating mercury of a copper percussion head will tear the iron rail and make a hole in the ground underneath. The very obvious question arises why the explosive gases are tearing the rail and the ground underneath it instead of making an easy escape into the wide elastic atmosphere. Here lies the essential point of the whole problem of recoil effects. The process which we call explosion takes place so very rapidly that the elastic layers of air have no time to get out of the way. All they do under the pressure of the gases is to contract elastically in a similar way as an india rubber wall would do. The recoiling gases are thus forced to tear up the ground. In exactly the same way act the rocket gases which after ignition within the tubes recoil upon the back of the car, and drive the vehicle forward.

Opel's rocket car is fitted with 24 tubes. At the start lightning shot out of just one or two of the tubes, and two seconds later the car raced forward at full speed in an indescribable uproar of explosions. In spite of the bright sunshine the light-red pillars of flame showed clearly in a diameter of something like three feet leaping out from many tubes. The length of the flames is estimated to have varied between 5 and 10 yards. Impenetrable clouds of unbearably hot smoke gave the spectators a faint notion of immense heat trailing at the back of the driver. Only the enormous speed of the car saved the driver from these columns of fire. A slight reduction in the speed, a sudden swerve, or a tyre puncture will be sufficient to let the driver die a death horrible beyond imagination. To secure higher steering safety the car is fitted with carrying planes, or, as they should rather be called, pressure-catching planes, mounted directly behind the front wheels. They are short and extremely solidly built. They are responsible for the air pressure during the run keeping the front part of the car down to the ground. Without them the car would jump and soon be out of all steering control.

The speed of 200 kilometres per hour obtained during the run that lasted about one minute is by no means to be regarded as a limit. There is no doubt that it can be doubled or tripled. The problem of managing the heat in the explosion tubes will be one of the decisive factors in this respect. It seems to be hardly feasible to have trial runs of this kind made on land. Providing the necessary safety for driver and spectators over such long distances would be too expensive, if not impossible. The further development of rocket driving will by force have to take place either on large water courses or in the air. Here rocket driving will be in its very place, and here constructions entirely different in type from our present aeroplanes will have to prove whether, and to what extent, they are capable of

standing such speed. The necessary driving powers have been found and mastered. Now carrying planes will have to be created strong enough to stand such an enormous strain. How very difficult this is going to be is shown by a remark made in connection herewith by one of our astronomers. He drew attention to the fact that the bombardment of dust particles weighing 1 gramme and moving about in space would at a speed of 11 metres per second perforate a flying object like a sieve, unless the missile or vehicle is adequately protected by armour.

Another question is whether an aeroplane travelling at such speed through snow clouds would not be completely covered by a packing of ice, or whether its impact would not condense the foggy clouds to water. These instances will already show how many different and difficult construction problems will have to be solved before we can dare to penetrate into higher and highest layers of air. Even to-day, however, a speed of 300, 400 or 500 kilometres per hour gives us a lot of new possibilities in air traffic. To let a few of such rocket-driven vehicles with automatic ignition, and without a crew, circle over a large city would very likely be quite sufficient to hold off a large hostile air fleet. These would be the nearest and most practical perspectives opened up by the rocket aeroplane.

The economic side of the rocket aeroplane traffic is as yet a mystery. There is no doubt that explosive materials are the most expensive driving power in existence. We know, however, that Sander and Opel have of late succeeded to increase the actual efficiency of the employed rockets to a considerable extent. For the time being, at any rate, it is the secret of the inventors at what time the rocket, or its composition as driving power in traffic techniques respectively, will be changed from an article de luxe to an appliance for general use. Mr. von Opel's remark that he will not remain the only pioneer in this line lets us suppose that ere long an enormous amount of scientific research work will set in to develop the problem of "famed" explosions. In chemical science, and particularly as far as blasting powder forces are concerned, we are more or less at home in Germany. The chances are therefore that we shall shortly be presented with further startling discoveries and improvements. Waller, Opel and Sander can claim the by no means as yet fully realised merit of having risked life and capital as pioneers in a giant project. For the rocket car is no toy. It is a world problem. It is the change from oil to dynamite. — Dr. M. Platsch, Berlin.

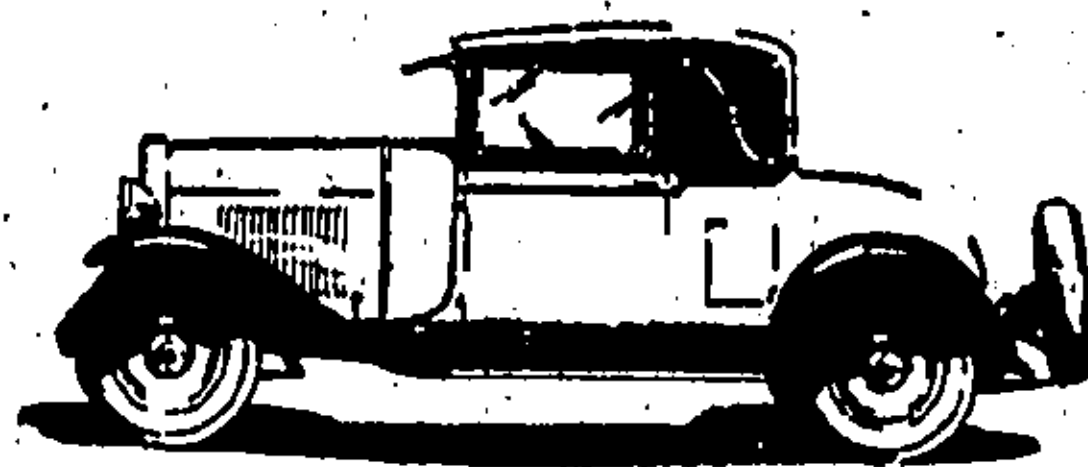
## GENERAL MOTORS.

START BROADCASTING  
PROGRAMMES.

Nothing has so captured the popular imagination in man's attempt to perfect means of communication, as has the radio. This marvel of present-day scientific achievement knows no bounds; it is making life pleasanter for millions of people regardless of where they live. The trapper in the northern wastes about the Arctic circle, the explorer in the heart of a jungle wilderness, and the frequenter of the centres of civilisation, all are tuning in, not infrequently to enjoy entertainment from the same station.

Among the industrial concerns that have inaugurated radio broadcasting programme is General Motors. Millions of families throughout the world own its products. In order primarily to express to these families its appreciation of their good will and patronage, it is broadcasting over a network of stations every Monday evening from 9.30 to 10.30 Eastern Standard Time, a programme of entertainment of the highest character. That these splendid programmes may be as universal as possible, they are being broadcast on shortwave transmission through Station WGY, Schenectady, New York, on a wave length of 22 meters. That success in this direction is being achieved may be judged from the fact that much favourable comment has already been received from radio listeners many thousands of miles from the source of their entertainment.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

### MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

### TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

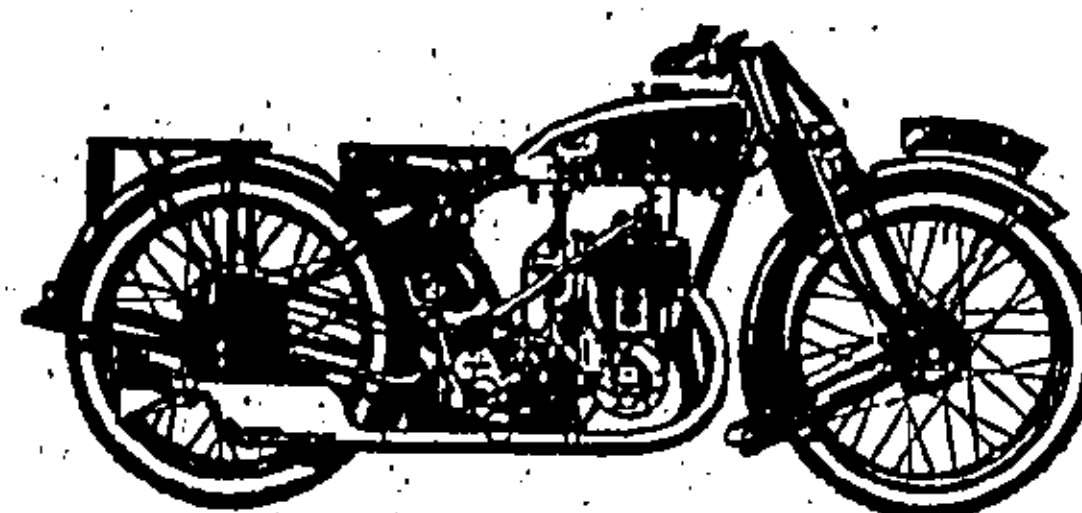
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

## NOW ON VIEW THE LATEST MODEL OF The Royal Enfield and Raleigh Motorcycles.



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## KIN CHEONG HONG

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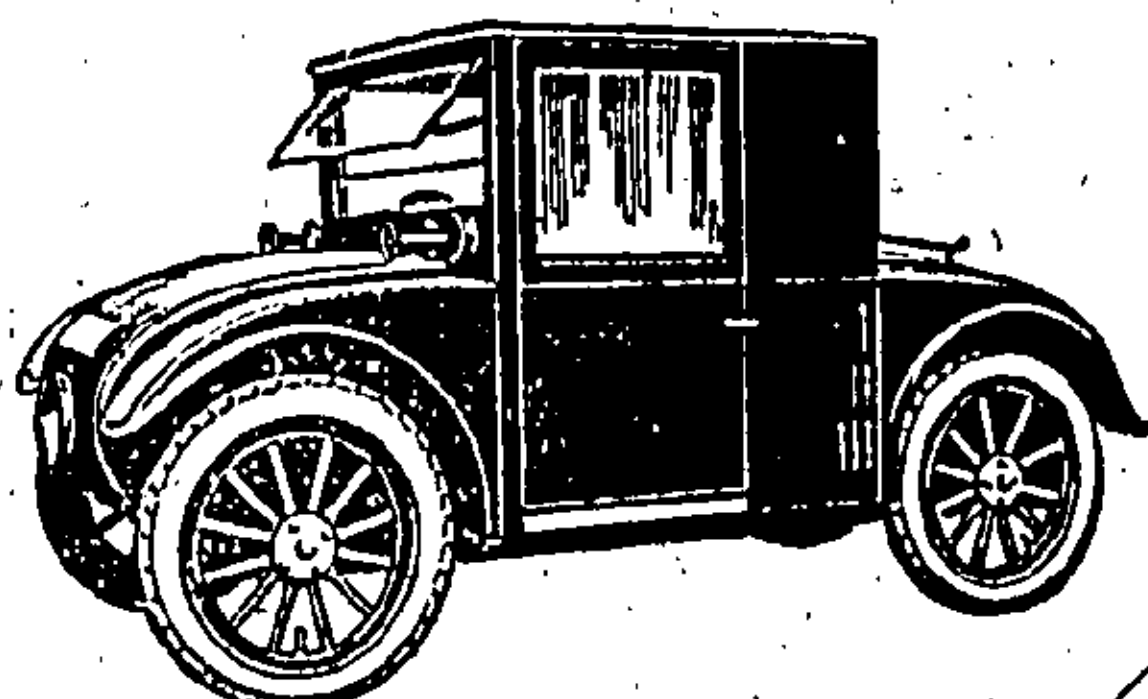
Each of the weekly programmes is prepared only after careful review by the best authorities on broadcasting and musical services. A board of Judges passes on the talent, and only artists of recognized ability are selected to entertain the vast audience.

The characteristic music of foreign countries is being made a part of the concerts. Each programme features some well-known star, whose talent is everywhere acknowledged in the musical world, and each of the stars is accompanied by a famous symphonic orchestra under the direction of a celebrated conductor. The same form of programme—a fine orchestra or band, and an artist—constitutes most of the concerts and has been found to give the radio public an outstanding musical hour.



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RUNS 60 MILES TO THE GALLON.



RELIABLE, ECONOMICAL AND CHEAP.

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AVRIL 1928

#### FIRE EXTINGUISHER.

The Most Powerful Powder  
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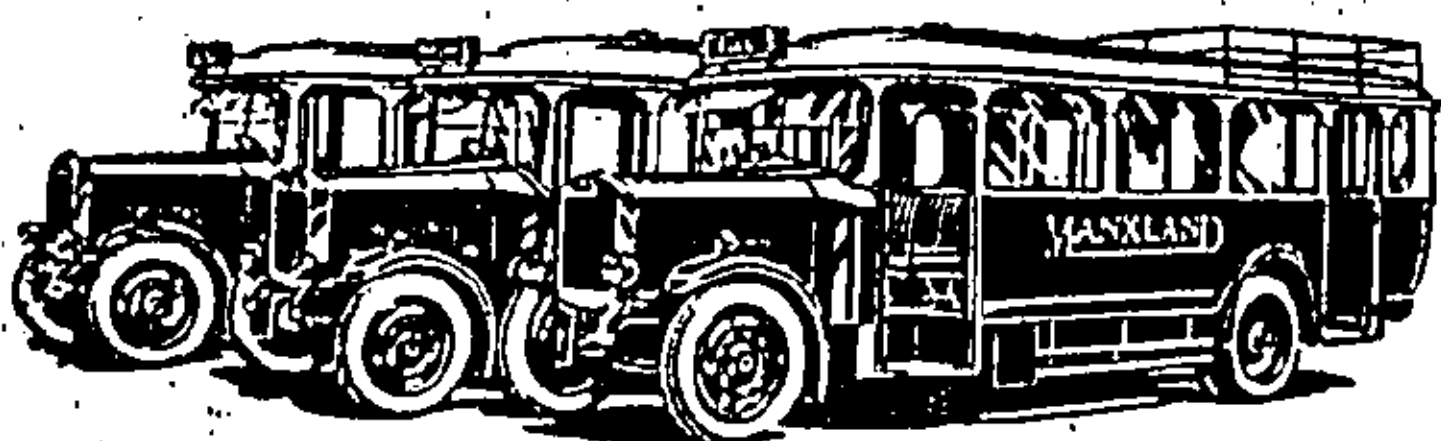
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HONG KONG AND SOUTH CHINA.

A. LUNG & CO.

19, Queen's Road, Central.

Tel. C. 1219.

#### DODGE PRODUCTION.

Production schedules for the new Victory Six recently announced by Dodge Brothers are to be materially increased, according to John R. Lee, General Sales Manager, to make possible reasonably prompt filling of the telegraphic orders which are being received from dealers in constantly increasing volume.

"Factory production and scheduled allotments for shipment to dealers during the first three months of 1928," Mr. Lee said, "were planned in expectation of a very generous demand for the new car, with its advanced engineering features, but the wires asking for immediate shipment and for increased allotments indicate that by the end of January a decided enlargement of our production plans must be completed so that all purchasers of the new Victory Six may be sure of prompt deliveries. Dodge Brothers immense manufacturing facilities, and orders which have been placed for raw materials, however, are such that it is possible to increase output of this popular type to such volume as will insure cars for buyers without any long delay."

Herbert Morris, Ltd., of Loughborough, the well known crane engineers, have forwarded an amusingly illustrated folder dealing with lifting machinery.

#### THE DOUGLAS.

##### NOTABLE GATHERING IN BRISTOL.

##### ROMANCE OF INDUSTRY.

A romance of industry was celebrated at the Grand Hotel, Bristol, when 200 guests assembled to do honour to Mr. W. Douglas, founder of the firm of Douglas Motors, Ltd., Kingswood, on the 21st birthday of the Douglas motor cycle. The celebration was organised from Birmingham by Mr. E. C. Paskell, with a committee of Douglas agents and suppliers, and the visitors included agents from the British Isles, Germany, France, Scandinavia, and overseas, A.C.U. officers, old motor-cyclists, and friends of the company.

Previous to the principal function a reception was held by Mr. W. Douglas, and when the guests arrived in the dining hall they were confronted with a platform on which a hand was in position and a 1907 Douglas at one corner and a 1928 model at the other.

Mr. E. C. Paskell presided, and in addition to the guest of the evening there were present Captain G. W. Gunstone, M.P., Major H. R. Watling (Director, Manufacturers' Union), Major Loughborough (Secretary A.C.U.), Messrs. Stanley Gange, F. Wilshire, A. W. Taylor, Councillors Livermore Byrt, and Newth, Dr. W. Ludford Freeman (Director of Education), Mr. W. A. Passmore, and many others.

##### HISTORY OF WHEELS.

The Chairman proposed "The Founder of the Douglas Company," and said that gathering originated about a year ago when a few of the agents and suppliers got together and decided to reverse the usual complimentary order and entertain the head of the Douglas concern. The story of the Douglas Company was, he thought, a romance in the history of wheels. Before the Douglas machine was made there were many motor cycles, but they were chiefly on the single-cylinder type, but there were new types not constructed by bicycle makers, including the Douglas and the Scott, made in "isolated" parts of the country. But when Mr. Barter suggested two cylinders instead of one it might have been imagined that a Scotsman would have said he wanted a motor with half a cylinder. (Laughter). Whereas Mr. Douglas gave them two cylinders instead of one, which did not seem at all Scotch. (Laughter). The speaker referred to the phenomenal progress of the Douglas machine, and in conclusion asked Mr. Douglas the acceptance of a handsome portrait in oils, a tribute from the Douglas agents, supporters and well-wishers from all parts of the country.

##### THE FIRST TWIN.

Mr. Douglas was received with musical honours and cheers, and gave an outline of the romance of the Douglas firm. He expressed his pride and pleasure in that gathering, and referred to the amusing critiques of the younger members of the Douglas family. Then the speaker went right back to the early struggling days when he went to rent a house and workshop at £16 a year, with rates 3s. in the £. They were now 19s. 6d. (laughter)—with 100 per cent. on the factories. Having secured the premises he had to get a start, and to do that he borrowed £10 from Mr. H. W. Phillips, who said, "£10 to start an engineering business—absurd!" However, only a receipt was given, but he was able to pay back that amount within three months. He added to the tools he had, a portable forge, a vice, etc., and that was how he started the Douglas Engineering Works. (Applause). He could not make gas engines, but he could repair sewing machines and do other odd jobs, and got plenty of work. Then he progressed until he could fit out a boot factory with machinery, except sewing machines. In 1907 Mr. Barter approached him. Credit was due to Mr. Barter for designing the first twin opposed engine for motor cycles. With friends assisting in a company he had manufactured machines, while he (Mr. Douglas) had made the cylinders and other parts required. The business was not a financial success, and Mr. Barter came to him and offered his services to make a Douglas motor bicycle. Thus the present Douglas industry began, and he (Mr. Douglas) was very much amused at the criticisms at the Stanley Show when the first Douglas machines were shown. During 1908 they made about 60 Douglas machines, but the problem was how to sell them. He took a trip north and sold one in Birmingham. Total expenses swallowing up the cost of the machine. (Laughter). About that time competitions were being promoted, and Douglas's began to win them. Then people came to them to buy machines. OUTPUT TREBLED. Their output was doubled, then trebled. At the outbreak of war

he was called to London to see the Inspector of Mechanical Transport, who demanded 80 machines that week. There was not a Douglas machine in the works at Kingswood at that moment, but the demand was for 80 machines at Avonmouth by the following Sunday. Those machines were there to time. (Cheers). Then, later, came a demand for 40 sidecar machines with belt drive per week. Although production of that machine had ceased in favour of the 2½ h.p. obstacles were removed and the goods were delivered. (Applause). He (Mr. Douglas) still considered the belt drive supreme as a shock absorber and tyre economiser, but that was a little aside. He thanked Mr. Paskell and all those who had contributed for that handsome present. He was very proud of it, and hoped he would live to treasure it for a long time. (Applause). Troubles were made to overcome, and he referred to the way they had to meet a heavy loss when the price was suddenly cut at the Motor Cycle Show a few years ago. They had lived it down, and the Douglas machine was second to none in the world. (Applause).

##### "THE DOUBLE SCOTCH."

Mr. F. J. Urry (Birmingham) proposed "The Motor-cycle Industry," and Major Watling, in responding, referred to the 60,000 Douglas machines supplied during the war.

Captain Gunstone, M.P., proposed "The City of Bristol," in an amusing speech explaining the origin of twin-cylinder Douglas to the thoughts of a double Scotch. (Applause).

Mr. Stanley Gange, in response, congratulated Mr. Douglas on his wonderful business success and referred to the wonders of Bristol from the visitors' point of view. Striking a serious note, he said they were trying to economise and live within their income municipally, and when they had rid themselves of the heavy burdens which pressed upon them they could launch out and do many things which required to be done. Andrew Carnegie once said the great secret of success in business was industry, integrity, and opportunity. Mr. Douglas had the industry, the integrity, and ability. He had seized the opportunity when it came and it had carried him to fortune. He was a man of whom Bristolians were proud.

Other toasts were: "The Visitors," proposed by Mr. E. J. Bird (Birmingham), responded to by Major Loughborough and Mr. F. L. M. Harris (Editor, "Motor Cycling"); "The Press," proposed by Mr. Henry C. Longley, responded to by Mr. Geoffrey Smith (Managing Editor, "Motor Cycle"); and Mr. David Bell: "The Chairman," proposed by Mr. W. H. E. Millman, O.B.E. (Managing Director, Douglas Motors).

#### STUDEBAKER TRADE

##### DELIVERY RECORDS BROKEN.

South Bend, Ind. June 12. Retail deliveries of Studebaker and Erskine cars throughout the world during the month of May exceeded deliveries for the same period last year by 34.5 per cent, according to a statement issued by The Studebaker Corporation of America to-day.

May was the ninth consecutive month that Studebaker deliveries have shown an increase over the corresponding month of the previous year. In the United States, May deliveries to customers were the largest in five years, and the last 10 days of the month the largest of any corresponding period in history.

Studebaker's May increase was attained despite the fact that deliveries for the automotive industry as a whole remained stationary.

##### TRAVELS 665,000 MILES.

There is one question in the automotive world that has never been answered satisfactorily. It is the length of life of the Knight sleeve-valve engine when given reasonable care. Although these engines have been in use many years, yet none has actually been entirely worn out as far as can be learned, according to the distributor of the Falcon-Knight Six.

He points to the many records of mileage piled up by Knight motored cars, many of them going hundreds of thousands of miles and still doing a full day's work. One of these has just been reported to the Falcon-Knight factory.

"The Toronto General Hospital has a Knight engine ambulance that has been in continuous service for the last fifteen years," said Morrill. "It has travelled more than 665,000 miles on its errands of mercy through the streets of Toronto and nearby points. Because of the nature of its work, it must be efficient at all times."

## FAR AHEAD of pretending competition

### Drive a Chrysler to Prove a Chrysler

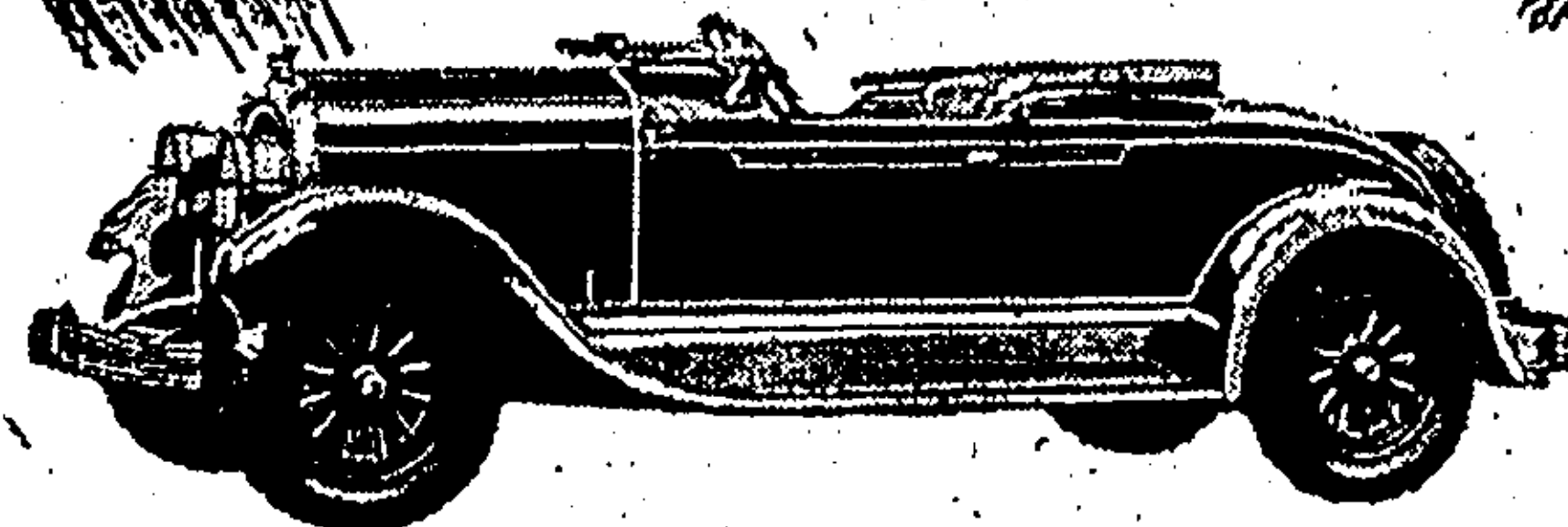
Only by taking a demonstration can you understand Chrysler's superiority.

Only by riding in a Chrysler—whether "52," "62," "72" or 100 h. p. Imperial "80"—can you realise how much the improvements and refinements initiated for its cars of higher price and passed on through Standardised Quality to its cars of lesser price mean in unparalleled comfort, ease and safety.

Only by taking the wheel

yourself and driving in the manner you are wont to drive and over accustomed roads can you appreciate just how different is Chrysler's extraordinary power, dash, alertness in traffic, smoothness at all speeds.

You will then learn for yourself that Chrysler is superior not only to those cars selling at the same price, but that it surpasses even the performance of cars costing far more than the Chrysler.



# CHRYSLER

"52" • "62" • "72" • Imperial "80"

Sole Agents:

## A. LUNG & CO.

SHOW ROOM:

19, Queen's Rd., C.

Tel. C. 1219.

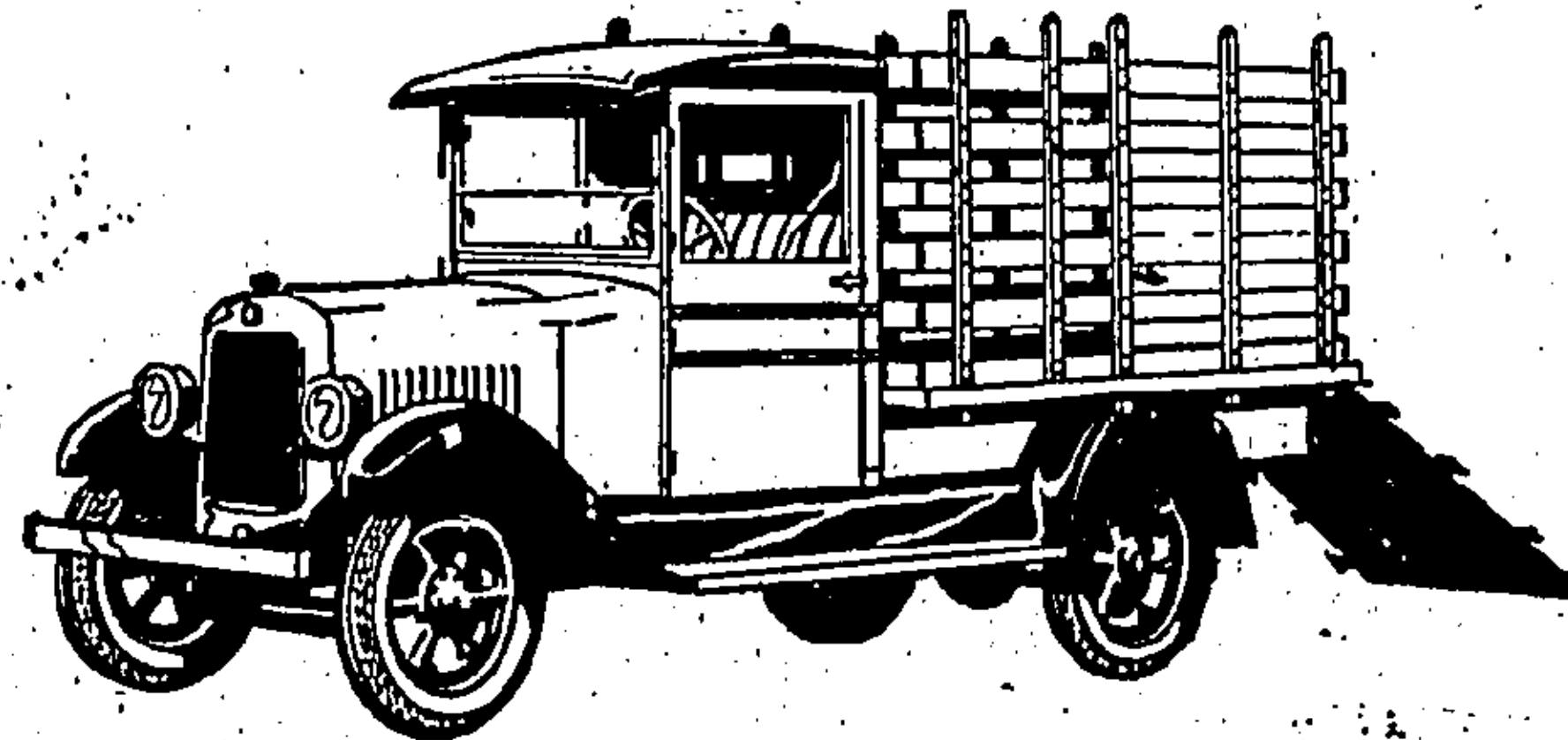
SERVICE STATION:

Perdval St., Wanchai.

Tel. C. 4816.

ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

## GENERAL MOTORS TRUCKS



### 3 Great Series

Powered by the

PONTIAC

Six Cylinder Engine

1000th chassis - \$285

With Screen Body - \$760

With Fuel Body - \$770

2000th chassis - \$745

Powered by the

BUICK

Six Cylinder Engine

Chassis Price

One ton and one-half ton - \$1095

Two ton - \$1195

Three ton - \$1295

Four ton - \$1395

Five ton - \$1495

Six ton - \$1595

Seven ton - \$1695

Eight ton - \$1795

Nine ton - \$1895

Ten ton - \$1995

Eleven ton - \$2095

Twelve ton - \$2195

Thirteen ton - \$2295

Fourteen ton - \$2395

Fifteen ton - \$2495

Sixteen ton - \$2595

Seventeen ton - \$2695

Eighteen ton - \$2795

Nineteen ton - \$2895

Twenty ton - \$2995

with

BUICK

Six Cylinder Engine

ONE-TON

Complete as Shown

\$1360

f. o. b. Pontiac, Mich.

Powered by the Buick and Pontiac engines, General Motors fast duty trucks assure you a new type of performance. They speed up your deliveries. Increase your range of business. Lower your costs.

There is a General Motors six cylinder truck for every need in light and medium duty. Also Heavy Duty Trucks up to 15 tons capacity. By all means, investigate this most complete line!

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 ..... 33 Wong Nei Chung Road.

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A TRUCK FOR EVERY PURSE AND PURPOSE



Geared-To-The-Road

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## OIL TRACED.

MINUTE ANIMALS IN WATER.

## DIATOMS.

Few motorists stop to think, when they drive up to a Gas Station and have the old family "Charger" gassed and oiled, about the why and wherefore of the fuel they use every day.

A number of years ago, in fact, according to geologists, about 10,000,000 more or less, things started happening in a way to benefit the automobile owner of to-day. Diatoms, small animals invisible to the naked eye, abound on the surface of the water. They are of peculiar formation and when they die the shell, or diatom, a silica composition sinks to the floor of the ocean. Markening back to other days, California was covered with water in many places and as the receding period came and the ages wore on, these same diatoms formed diatomaceous earth and subsequently the oil which is pumped from wells to-day.

These shell-like fragments form diatomaceous ooze. The ooze, when it is compressed and lifted by slow motions of the earth, forms what is known as diatomaceous earth.

In some of this diatomaceous earth near Lompoc, California, fish have known to be embedded in the ooze. The diatomaceous earth at Lompoc, being tilted higher than the rest, does not contain oil, for had oil existed it would naturally long since have drained out.

An exploring party in a Dodge Brothers Victory Six recently visited the Lompoc ground in search of geological specimens and reported finding numerous imprints of trilobites and of the vertebrae of fish which lived in the Paleozoic age.

## BATTERY CARE.

HERE ARE A SET OF RULES.

## PLATE HINTS.

Unfortunately, the reliability of the modern electric lighting set often tends to make the owner heedless of the state of his accumulator. The battery will endure an extraordinary amount of neglect, and even abuse, but such treatment will inevitably affect the lighting system in course of time. The owner who takes a real interest in his car will be well repaid by the satisfaction of having a reliable accumulator if a little occasional attention is paid to this extremely important unit of the equipment.

The actions in an accumulator are a set of complicated chemical changes, and various simple practical rules of the treatment of cells can be laid down. To keep it in good condition a cell should be well charged and kept working steadily. Standing discharged, overcharging and not keeping the level of the liquid above the plates are the main causes which result in sulphating, and give rise to consequent trouble. When a cell is fully charged the voltage should be 2.2 volts per cell, and the liquid should gas and bubble freely while the cell is on charge.

The correct amount of liquid must be maintained in the cells, and the level of the liquid should not be allowed to drop below the tops of the plates. Distilled water must be added to make up the amount of liquid in the cell unless some acid has been accidentally lost. The density of the liquid can be found by the use of a hydrometer—an inexpensive instrument which will be of great use to the car owner. Because the density of the liquid falls as the cell discharges, the hydrometer supplies a good guide as to the condition of the cell. When the discharge has gone as far as it is safe to allow it to go the hydrometer should read 1.18 volts, and when fully charged the reading should be 1.25.

Never take the plates out of a cell to look at them, as nothing can be accomplished by merely inspecting them. The correct treatment is by charging and regulating the density and amount of the liquid. If your battery is not in regular use charge it up every fortnight or so and at the same time examine the density of the acid before and after charging. Do not allow the battery to discharge below 1.8 volts per cell. If sulphating should take place on the plates—a contingency, however, which should not happen if proper care is taken—a slow charge will often overcome this trouble.

Every care should be taken to see that acid is not spilled on the clothing, as it will eat its way through any fabric, and will also cause pain by burns if allowed to remain on one's fingers for any length of time. If the instructions given by the manufacturers of the electrical equipment are followed, little trouble should be experienced.

## NEW CARS.

COST LESS PER POUND THAN FOOD.

## NEW DODGE VICTORY.

New spring automobiles, fresh from the factory, cost less per pound than the butter, coffee and tea of the average American family, according to statistics worked out by the mathematically minded employees of Dodge Brothers, Inc.

The new Standard Six sedan of the company costs 33 cents a pound, the Victory Six sedan costs 40 cents a pound and the Senior Six sedan costs approximately 45 cents a pound. Average food prices as of January 15 as compiled by the U. S. Bureau of Labour Statistics show coffee selling at 48.5 cents per pound, butter at 57.8 cents per pound and tea at 77.4 cents per pound.

Twenty-four years of automotive progress have brought a steady increase in the buying power of the motor car dollar. The average man can buy five closed cars to-day for the price of one of the clumsy painting limousines on the market in 1904, if he purchases a car selling approximately in the \$1,000 class.

These statistics appear inconsistent with figures just announced showing the purchasing power of the dollar as measured by the average living costs at 62.1 cents during March compared with the dollar of 1914 according to the National Industrial Conference Board. But in the automotive market, with highly efficient manufacturing processes, the dollar has reached a position where it represents more value than at any period in the industry's history.

## MOTOR VETERANS.

NOW AS LIVELY AS EVER.

[By Edwin Butler.]

I thought, perhaps, you would like to hear something more of "Britain's few oldest Motor Cyclists," and their opinion and experience of the "Douglas" machine. Well, to begin with, my brother Henry and I commenced cycling in the year 1864, and have ridden continuously ever since. Our first mount was a four-wheel Velocipede, built by a local carpenter, but we soon discarded that for a very pretty little three-wheel one, built by a firm of coach builders at Bath, which we rode many miles and obtained much pleasure from. I used to go early morning rides before breakfast. One morning I rode from my home, Wokingham, to Henley and Marlow, and back home to breakfast, and was ready for a day's work, after a ride of 32 miles, over "deplorable roads" of which the modern cyclist can have no conception. I had to lift it over the turnpike gates, because the keepers were not up at that early hour. I rode this till the advent of the bicycle, or "boneshaker" as it was called. I had one of the earliest, built entirely of gas piping; the handlebars, frame, and even the entire wheels, both rims and spokes, all of gas piping. The saddle was a piece of shaped iron sheeting. No bell, none was necessary, for you could hear it a quarter of a mile off. Since then I have ridden all kinds of cycles: the safety, the tall ordinary, solid tyres, and pneumatic, until the advent of the motor cycle. As soon as they came out I bought a "Clyde," with low tension magneto and no sparking plugs. This was a pretty and well made machine, and I rode it for some years, and it gave me great satisfaction.

And I might have had it now, but when I went to the 1911 Show and saw the Douglas stand, I said, "Here's the machine for me," for I was mechanic enough to appreciate its correct design and excellent workmanship. So I there and then bought one of their best—a model K two-speed kick-starter and clutch, and I have never repented my choice, for since then I have ridden it 50,000 miles, and it still goes better than ever, and every bearing and parts are in perfect condition, and the enamel and plating and the whole of the machine look as though it had just arrived from the factory; it has never been in any garage for repairs, what little there is to do I enjoy doing myself. I have just taken the engine down to decarbonize, but I have never taken the crankcase apart, or done anything to the connecting rod big end bearings, and I cannot now detect the least lateral play in them. How's that for good workmanship after 50,000 miles working? Even the bearings of the wheels are such that you cannot detect that there are any. Last season was a very poor one for doing much riding, but I am looking for a better time this year, and the motor is all ready for any distance.

## BROTHER HENRY.

I had great difficulty to get my brother Henry to take to the motor cycle. He said he was too nervous

## GOODYEAR RISE.

GROWS TO BE THE BIGGEST TYRE MANUFACTURER.

## IN 15 YEARS.

While the rubber industry dates from 1859, when Charles Goodyear discovered vulcanization, it has emerged as a billion-dollar industry in the past quarter of a century, during the period when the Goodyear Tyre and Rubber Co. had its beginning and grew to be the undisputed leader in the industry.

Goodyear started in a small factory in 1898 in Akron, Ohio, the centre of the rubber tyre industry. By 1916 the company had become the largest manufacturer of automobile tyres in the world and by 1926 had become the foremost in the world in point of volume of goods sold, quantity of crude rubber consumed, which position it enjoys to-day.

In 1910 Goodyear had produced 200,000 pneumatic tyres for motor vehicles. Five years later, in 1915, its output had increased more than ten-fold, reaching 2,550,000 tyres.

Since 1915 Goodyear production has further increased six times, reaching for the year 1927 a total of 16,000,000 tyres and an accumulated total from the inception of the company, of 110,953,000 tyres. The sales value of all products in 1927 reached \$222,178,000.

Goodyear is now consuming about 15 per cent. or more than one-seventh, of the world's crude rubber production. This is approximately half again as much as is consumed by any other company.

The company's sales for tyres for automobiles, trucks and buses have increased 94 per cent. during the past five years.

Thirty-one thousand employees are engaged in the various plants and other production facilities of the company.

Goodyear owns 48,000 acres of rubber plantation in Sumatra, a cotton plantation in Arizona where a large share of its requirements in this basic material is grown; operates its own coal mines in Southern Ohio; manufactures its own fabric in four textile mills in the United States and Canada; has an airship factory in Akron and tyre plants in Akron, California, Canada, Australia and England.

to get on those heavy things, but when he saw my "Douglas" he liked the look of the thing, although he objected to its high speed. He said he wouldn't mind having one if the makers would supply one guaranteed not to exceed 10 or 12 miles per hour. But at last I got him to have one like mine, and then he was too nervous to start it. So I made him get into the saddle and put in the low gear, and then I pushed him off, and away he went, and I followed on, and so we went for 4 miles, when I asked him to put it into high gear. "Oh, no," said he, "this is quite fast enough, in fact, too fast." I assured him that he could go just as slowly in high gear, and much more sweetly. He agreed to try, so again I pushed him off, and by the time I got my machine and mounted, he was out of sight. So I put on the pace, expecting to overtake him at each bend of the road, but I saw nothing of him for 3 miles, when I caught sight of him striking the Harfordbridge Flats round a dangle, and I thought he would surely draw up there. But no, away he went round the corner like a comet, and away along the Flats for 4 miles.

I tried to catch him up, but could not, though I went 40 miles an hour, and I feared his machine had got out of his control and he would be smashed up. However, when he reached the turning for home, he stopped, and I came up and asked him what he meant by going at that pace. He merely remarked, "Oh, well, it was a nice piece of road, wasn't it?" Well, this was the first ride of the old man who wanted a machine that would not go more than 12 miles an hour. I am glad to say he broke his horn and had to travel home without giving any warning, but that didn't trouble him much. I have just got his motor ready for the coming spring, and though in his 83rd year, he is just as eager for riding, as soon as weather will permit.

I need not trouble you with any account of my riding. I am very well known for 50 miles round, and especially in the South Coast district, and am often stopped by road patrols to have another look at the machine to see how it is getting on; sometimes a little company gathers round to admire the 16 year old machine and to express their surprise at its perfect condition. In all my 60 years' riding I have never had an accident, or run into anyone, excepting dogs, and have never had a spill from them.

I am younger than my brother, being only in my 73rd year, and I hope, with him, to give the "Douglas" a good going.

## DURANT "55."

CARE IN DETAILS AND APPEARANCE.

## A SMART CAR.

Cosmopolitan atmosphere surrounds a school now being conducted at the factory of the Packard Motor Car Company in Detroit. Students have come to the school, from many thousands of miles, from many different parts of the world.

The school was organized for Packard export service men. At present men are in attendance from France, Norway, Colombia, South America, Porto Rico and the Philippine Islands, according to L. G. Lehoussie of Earle C. Anthony Inc.

"Experts of the factory service department are the members of the faculty," said Lehoussie. "They give lectures about all parts of the car and show the students how to make every kind of adjustment. Each student has to be able to tear down every part of the car and reassemble it properly. Diplomas are given to all who pass final examinations." He continued:

The school room, is filled with motors, rear axles, transmissions, carburetors and all the other parts of the car. Finished cars belonging to the school take students out on the road for study of driving conditions.

Lectures are given daily by service engineers who design the special tools and fixtures Packard is constantly producing to reduce even further the time owners must give up their cars when any service adjustments are necessary. Each student also does the actual work with the service tools under the direction of the engineers.

Standardized service operations, a part of the standardized service plan, pioneered by the Packard Company, are in effect in all foreign Packard service stations. The new service school is designed eventually to place one or more men who are experts on these operations in every service station Packard has in the entire world.

## FOR FAST RUNS.

AMUSEMENT MAN BUYS CHRYSLER.

## BEATS TRAINS.

A striking illustration of the time-saving influence of modern inventions in business was given recently, when the purchase of an automobile was started in California and completed in Detroit, while the buyer was making a four-day trip from Los Angeles, on the Pacific Coast of the United States, to New York.

The buyer was Fred A. Church, mechanical engineer, designer and builder of amusement devices which attract throngs to amusement parks in many American cities. Speed has always been one of his hobbies. When hurried calls summoned him from one part of the country to another in the past, nothing but extra fare trains and limiteds measured up to his idea of rapid travel.

Despite his reliance on fast railroad schedules, Mr. Church has been impressed by the fact that business associates who bade him goodbye as he boarded a train would frequently be waiting for him at his destination in another city. One of his associates took him for a drive in a Chrysler one day and he found the answer to this mystery. Thereupon he decided to have a Chrysler for himself.

## Car and Plane.

He was in Los Angeles when the decision was reached. A call on the Greer-Robbins Company, Chrysler distributors for Southern California enabled him to select the model and body type he preferred, and a wire to Detroit assured its delivery as soon as he could reach the factory. He had an important appointment in New York on March 14, but urgent business prevented his leaving Los Angeles until Saturday, March 10. There seemed to be no way of getting across the continent in time for his New York appointment, let alone stopping off in Detroit to take delivery of a car, but someone suggested the aeroplane, and a new conception of the meaning of speed began for Mr. Church. At 8 o'clock Saturday morning, March 10, he boarded the air mail plane and was the lone passenger on its east-bound trip.

Even for the speed-loving engineer the air journey was a revelation. The plane bucked a head wind through the mountains and across the Mohave Desert, but he was in Salt Lake City, Utah, at half-past two that afternoon. By evening Cheyenne was behind the pilot and his passenger as they streaked eastward along their beacon-blazed sky trail, and at 1 o'clock Sunday morning, 15 hours out of Los Angeles, the pair dropped down through a fog to the landing field at Omaha, Nebraska.

## THE NEW 1928 ESSEX

AND

## HUDSON

NOW ON VIEW

AT

## KIN CHEONG HONG

37 Connaught Road Central.

## BRITISH CARS.

ACTION BY GOVERNMENT OF NEW SOUTH WALES.

## IMPERIAL PREFERENCE.

Sydney.—The New South Wales Government has endorsed its predecessors' policy of preference for British goods, and is actively carrying it out on a large scale. Both the Government and the Railway Commissioners are buying British motor vehicles (cars and trucks) week by week. As American vehicles wear out they are being replaced by British.

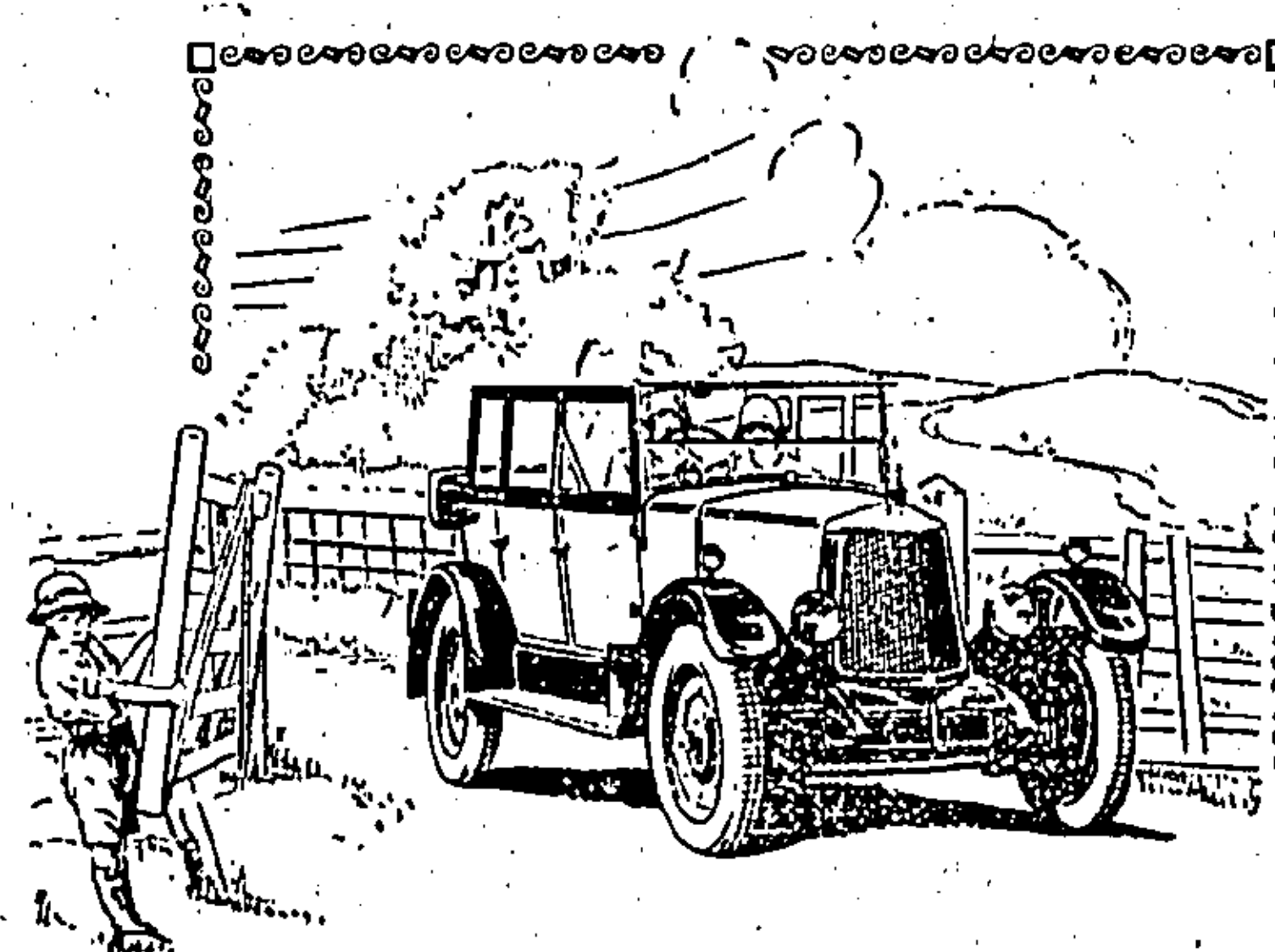
In the case of officers who purchased cars with departmental assistance, money is lent to them only on the condition that they buy British cars, unless there are very special reasons. There have been few exceptions, the reason advanced in each case (by country officers) being that American cars have greater horse power. The Cabinet minute to departments and Government Corporations states:—"The Government is wholeheartedly in favour of the purchase of British vehicles in preference to foreign."

## THE BRITISH LORRY.

The Motor Vehicles Committee, which includes Government engineers, and of which the Under-Secretary of the Premier's Department is chairman, in a message to the Cabinet states:—"The Committee is of opinion that, generally speaking, the British car represents value for money. The British motor lorry certainly is the equal if not superior to the American lorry, and there is no reason why cars of British production should not meet all requirements in a very short time."

In the course of a special message the Acting Premier (Mr. E. A. Battershaw) states:—"So far as the motor trade is concerned the Government will encourage by every practical means the purchase of Australian and British manufactures in preference to those of foreign make. This principle is being applied to the fullest possible extent in the purchase of cars and accessories for Government use. The result is that the percentage of British cars now in the Government Service is greater than it has ever been before. I trust that as time goes on the public generally will observe the same policy in an ever-increasing degree, because along that line of trading I believe the best interests of both individuals and the country as a whole lie."

CHECK ON AMERICAN IMPORTS.—The Commonwealth Authorities have frequently drawn attention to the fact that our imports from America have now reached \$40,000,000 per annum, of which \$10,000,000 represents the cost of motor-cars, whereas America takes from Australia only about \$10,000,000 worth of goods per annum. The latest statement was made under rather tragic circumstances, the Minister for Customs (Mr. H. E. Fratten) dying suddenly a few hours afterwards. In the course of



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## JANUARY TO MARCH, 1928.

(Showing also totals for the year 1927.)

| UNASSEMBLED. |       | NUMBER. |        |        |        | VALUE.    |           |      |      |
|--------------|-------|---------|--------|--------|--------|-----------|-----------|------|------|
|              |       | U.S.    | U.K.   | U.S.   | U.K.   | U.S.      | U.K.      | U.S. | U.K. |
| Jan. ..      | 372   | 3,229   | 2,041  | 2,141  | 2,141  | \$181,214 | \$181,214 |      |      |
| Feb. ..      | 270   | 1,018   | 1,011  | 1,011  | 1,011  | \$75,222  | \$75,222  |      |      |
| March ..     | 15    | 1,318   | 7,951  | 7,951  | 7,951  | \$10,277  | \$10,277  |      |      |
| Totals       | 657   | 4,555   | 11,002 | 11,002 | 11,002 | \$266,713 | \$266,713 |      |      |
| For 1927     | 1,074 | 1,147   | 22,471 | 22,471 | 22,471 | \$21,075  | \$21,075  |      |      |

THE NEW SOUTH WALES GOVERNMENT is now purchasing British motor vehicles at the rate of about \$45,000 worth per annum, irrespective of large purchases by the Railway Commissioners and lesser purchases by other Government Corporations.—"Times" Trade Supplement.



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### SAFE BRAKES.

STUDEBAKER TESTS ON 4  
WHEEL BRAKES.

#### EFFICIENT OPERATION.

Higher road speeds, more congested highways, and greater density in cities make it imperative that automobile brakes function with a wide margin of safety, according to the Hong Kong garage, local agents for the Studebaker-Erskine.

"One of the most important improvements in four-wheel brake design is the development of the amplified action four-wheel brake now standard equipment on all Studebaker and Erskine cars. This type brake has unusually effective braking power, and responds to light braking pressure."

"Tests made at Studebaker's 800-Acre Proving Ground show that Studebaker and Erskine brakes will stop the cars in less than half the distance set up as standard by official safety codes."

"At ten miles per hour the safety code of the American Automobile Association indicates 12.5 feet as a satisfactory stopping distance. Studebaker and Erskine brakes bring these cars to a stop in 4.5 feet. At 15 m.p.h. the A.A.A. code indicates 28.1 feet; Studebaker and Erskine test cars stop in 10 feet. At 25 m.p.h. the recommended stopping distance is 78.2 feet. Studebaker brakes hold at 28 feet. The A.A.A. stopping distance at 35, 40 and 45 m.p.h. are 163.1, 200 and 253 feet respectively. Studebaker and Erskine brakes bring the cars to a stop at 54.8, 71.6 and 90.6 feet respectively."

"The self-energizing feature of Studebaker and Erskine three shoe brake design is largely responsible for this exceptional stopping ability. Light pedal pressure turns a cam which throws the 'primary' and 'auxiliary' brake shoe against the brake drum. The method of holding these brake shoes to the brake housing is such that the rotation of the brake forces the secondary shoe against the drum. Thus the actual motion of the car is utilized to increase braking effectiveness, for the movement of the wheels forces the brake shoes tighter and tighter against the brake drum."

"This feature is termed by Studebaker as 'amplified-action' since the light pedal action of the driver is amplified into a powerful braking force by the motion of the car."

### DUE TO GLASS.

SHATTER-PROOF MATERIAL:  
ONLY SOLUTION.

In the campaign for greater safety in motoring—in the stories of accidents—what do statistics reveal? Simply, this, that 70 per cent. of all accidents, seven out of every ten injuries to motorists, are caused by flying glass.

The solution to this situation is obvious and is to be found in the use of glass which is proof against shattering.

In eliminating the danger of flying glass to the driver and occupants, Stutz engineers were in the vanguard. After much experimenting and testing they chose Protex glass for the windows and windshields of Stutz cars. The significance of this safety feature is shown by the fact that to-day many prominent people throughout the country are replacing plate glass in their cars with safety glass. The Stutz owner saves this expense because Protex glass is part of the original equipment and in line with the policy of building everything as safe as possible.

Making it Safe.  
Making a car safe is important in more ways than one. It gives to drivers and passengers a feeling of confidence and a sense of security. Mental poise is a vital attribute to the joy of motoring.

Greater safety is an outstanding development in present day motor car engineering and automobile history shows that Stutz engineers have pioneered in this respect. The use of Protex glass is one instance. There are others, such as setting the style in designing a lower swung chassis with a lower centre of gravity, a feat made possible by the use of a per-

### PACKARD SCHOOL.

STUDENTS FROM ALL OVER  
THE WORLD.

#### LEARNING TRADE.

Completeness, care in detail and smartness of appearance are features in the new Durant-Star, the low priced six of the Durant-Star line, says the Bachrach Motor Company.

The Durant "55" is a distinctive, smart car from the headlamps to the artistic tyre carrier in the rear. Its headlamps, large in diameter are fog penetrating, glareless twin beam lights with auxiliary parking bulbs. These lights known as Glo-life, are exclusively Durant. The fog penetrating feature marks a forward step in auto lighting. No longer need drivers be lost in the fog, for the Glo-life easily penetrates mist and fog.

The radiator of the "55" is slender, narrow and distinctively beautiful. The fenders both front and rear, are wide and full crowned. This model is finished in two body styles, a coupe and a brougham. The lower body and window reveals of the brougham are finished in light maroon; the upper body and sun visor are dark maroon; the mouldings are black with a single gold stripe. The instrument board is lacquered to match the window reveals. The coupe is finished in Desert Sand and Ambato Green.

THE "55".  
The "55" like all Durant automobiles, is powered by a Red Seal continental motor with a high turbulence head. This engine develops 40 horse power at 2400 R.P.M. It has a remarkably quick pick-up and unusual pulling power. Owners throughout the western states are enthusiastic about the hill-climbing ability of this and other Durant cars.

The attention given to the details by Durant designers is shown in the use of rubber inserts around the foot pedals and steering post to close the openings usually found at these places. Another much admired feature of exclusive Durant design, is the quick opening jack-knife type windshield control. It does away with the annoying bother of turning windshield screws to open the windshield. With the device the windshield is easily raised with a single finger.

Dealers throughout the different territories are enthusiastic about the showing that the new Durant-Stars have made. Durant-Star dealers now have a line of cars to meet the demand of every level in the great percentage of the buying public. All of these cars, from the low-priced Durant-Star to the superb Durant "75" Sedan with its double high transmission offer superlative performance in their price classes.

### MAY STUDEBAKERS.

South Bend, Ind., June 12. Retail deliveries of Studebaker and Erskine cars throughout the world during the month of May exceeded deliveries for the same period last year by 34.5 per cent., according to a statement issued by the Studebaker Corporation of America to-day.

May was the ninth consecutive month that Studebaker deliveries have shown an increase over the corresponding month of the previous year. In the United States, May deliveries to customers were the largest in five years, and the last 10 days of the month the largest of any corresponding period in history.

Studebaker's May increase was attained despite the fact that deliveries for the automotive industry as a whole remained stationary.

facted worm gear axle and an advanced spring layout. Proper balance of unit and of the whole assembly is another factor in assuring steadiness on the road making a car hug the highway without bouncing or swaying and giving it practical immunity against tipping over at any speed and under any road conditions. The chief idea is not to only build a car which is safe when accidents do happen but to so design it as to make accidents less likely to occur.

### 17,256 CARS.

ASCOT PARKS LIKE A  
MOTOR SHOW.

#### THE "WORLD'S FINEST."

People walked round the car parks at Ascot as though they were at the autumn motor show at Olympia. Surely there has never before been such an exhibition.

Gathered here were the world's finest cars, bearing the identification numbers of almost all the countries of the world.

There were about 4,500 of them, the majority of the luxury type. Their original cost was about £4,000,000.

Twelve cars parked side by side cost about £2,500 apiece. British cars predominated by about three to one, a satisfactory figure considering the number of cars owned by foreigners and brought to England for the season.

The best cars were quiet in colour. Black, with red wire wheels, appeared to be the most fashionable combination, with many shades of brown, including beige with black wheels.

The official traffic return showed that 17,256 motor vehicles and 379 horse vehicles went to Ascot. This was nearly 1,400 more than on Gold Cup Day last year, when a record was created.



LONGING FOR MORNING.

A Talk To The Sufferer From  
Insomnia.

With what satisfaction you have retired after a particularly fatiguing day! "A good night's rest and I shall be as fresh as a daisy in the morning," you say to yourself. But sleep refuses to come. The hours seem interminable as you toss and turn longing for slumber, and your brain works as if on wheels, puzzling out problems, magnifying troubles, giving you no rest or peace. May be more than once in the night you rise in despair and look at the clock, longing for daylight to appear.

What is the cause of these attacks of insomnia? The answer is to be found by studying for a brief while the condition of your general health. You have felt tired and dispirited during the day, work has been a trouble, people have seemed vexatious, you have not found enjoyment either in food or recreation. The fact thus becomes obvious that, because of overwork, worry, need of a rest and change, or some other reason you have drained almost to the limit your reserve of nervous energy.

And how can further attacks of this insomnia be avoided? The answer to this is, by building up your health through the blood by tonic treatment, for which purpose nothing can be better than Dr. Williams' Pink Pills.

For forty years Dr. Williams' Pink Pills have been world-famous as a blood builder and nerve tonic. Not only do they purify and enrich the blood, but they create new, rich, red blood which imparts fresh life and vigour to all the organs of the body. Their first effect usually is to stimulate the appetite; then the spirits revive, and insomnia gives way to health-restoring sleep. For sufferers from anaemia, neurasthenia, general weakness, digestive troubles, the ill-effects of illness, overwork, mental or physical exhaustion, Dr. Williams' Pink Pills are a restorative of the utmost value. Your chemist sells them, or post free, \$1.50 per bottle, \$8 for 6 bottles, from the Dr. Williams' Medicine Company, 60, Klangee Road, Shanghai.

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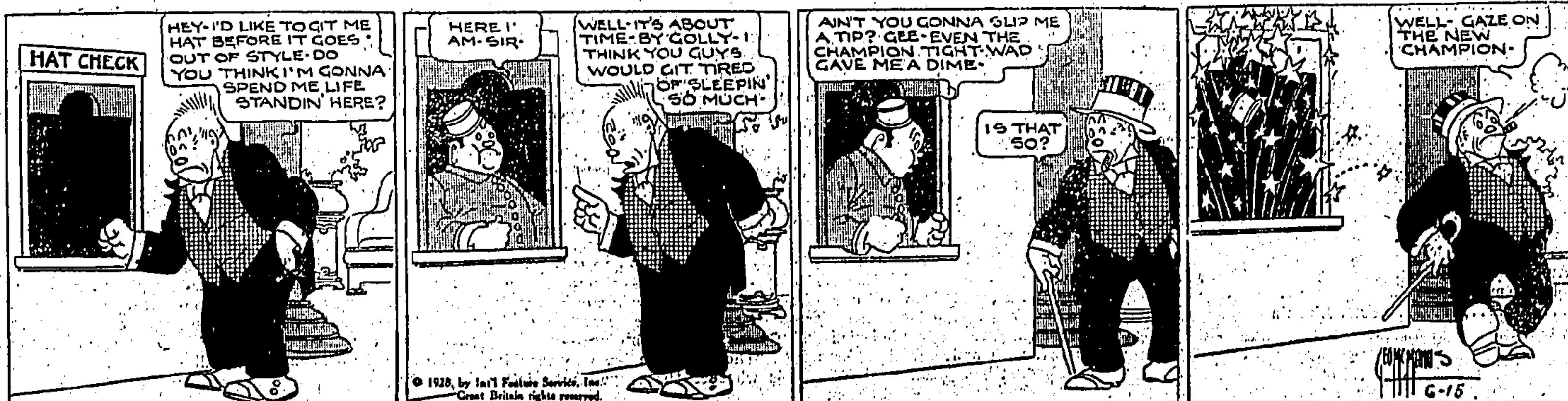
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1845

HONG KONG, THURSDAY, JULY 26, 1928.

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"TRUEN" 22nd Aug. Havre, Liverpool & Glasgow

### PACIFIC SERVICE.

via KORE & YOKOHAMA.  
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"IXION" 23rd Aug. Victoria, Vancouver & Seattle

### NEW YORK SERVICE.

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## POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

### INWARD MAILS.

| From                                        | Per               |
|---------------------------------------------|-------------------|
| THURSDAY, JULY 26.                          |                   |
| Shanghai and Amoy                           | Liachow           |
| FRIDAY, JULY 27.                            |                   |
| Shanghai and Europe via Siberia             | Nankin            |
| Japan, Shanghai and Europe via Siberia      | Seiyo Maru        |
| SATURDAY, JULY 28.                          |                   |
| U.S.A., Honolulu, Japan, Shanghai, & Europe | Pres. Garfield    |
| via Siberia                                 | Sunning           |
| Shanghai and Swatow                         | Sunning           |
| SUNDAY, JULY 29.                            |                   |
| Europe via Negapatam (Papers only London,   | Aeneas            |
| 28th June and Parcels 21st June)            |                   |
| MONDAY, JULY 30.                            |                   |
| Canada, U.S.A., Japan and Shanghai          | Empress of Canada |
| Manila                                      | Pres. Lincoln     |
| TUESDAY, JULY 31.                           |                   |
| Saigon                                      | Chenonceaux       |
| WEDNESDAY, AUGUST 1.                        |                   |
| Australia and Manila                        | Tanda             |

### OUTWARD MAILS.

| For                                                                                                                                                                                                                                           | Per                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| THURSDAY, JULY 26.                                                                                                                                                                                                                            |                       |
| Swatow                                                                                                                                                                                                                                        | Linan 3.30 p.m.       |
| Sam Shui and Wuchow                                                                                                                                                                                                                           | Kwong Ying 4 p.m.     |
| FRIDAY, JULY 27.                                                                                                                                                                                                                              |                       |
| Bangkok via Swatow                                                                                                                                                                                                                            | Kiangsu 11.30 a.m.    |
| Straits and Calcutta. Parcels noon.                                                                                                                                                                                                           |                       |
| Letters 1 p.m.                                                                                                                                                                                                                                | Pooksang              |
| Fort Bayard                                                                                                                                                                                                                                   | Tai Pao Sek 1.30 p.m. |
| Swatow, Amoy and Foochow                                                                                                                                                                                                                      | Hai Ching 2 p.m.      |
| Shanghai                                                                                                                                                                                                                                      | Achilles 2.30 p.m.    |
| Shanghai and Europe via Siberia                                                                                                                                                                                                               | Szechuen 6 p.m.       |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 27th Aug. K.P.O. Registration 4.30 p.m. Letters (July 28th) 9 a.m. G.P.O. Registration (July 28th) 8.45 a.m. Letters (July 28th) 9.30 a.m. | Katori Maru 28.       |
| SATURDAY, JULY 28.                                                                                                                                                                                                                            |                       |
| Haiphong                                                                                                                                                                                                                                      | Tonkin 12.30 p.m.     |
| Manila                                                                                                                                                                                                                                        | Pres. Garfield 5 p.m. |
| Amoy                                                                                                                                                                                                                                          | Klungchow 5 p.m.      |
| SUNDAY, JULY 29.                                                                                                                                                                                                                              |                       |
| Swatow, Amoy and Formosa                                                                                                                                                                                                                      | Hozan Maru 9 a.m.     |
| Bangkok                                                                                                                                                                                                                                       | Kwongtung 9 a.m.      |
| MONDAY, JULY 30.                                                                                                                                                                                                                              |                       |
| Swatow                                                                                                                                                                                                                                        | Liachow 10.30 a.m.    |
| Shanghai and Europe via Siberia                                                                                                                                                                                                               |                       |
| Parcels 3 p.m. Registration 4.15 p.m. Letters 6 p.m.                                                                                                                                                                                          | Pres. Lincoln         |
| Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco—due San Francisco, 22nd Aug. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.                                                                               | Pres. Lincoln         |

\*Correspondence bearing vessel's name only.

## GIGANTIC INSURANCE PLAN.

\$80,000,000 POLICY.

200,000 EMPLOYEES PARTICIPATE.

"GENERAL MOTORS" SCHEME.

New York, Yesterday.  
Over 200,000 of the employees of the General Motors Corporation will participate in an \$80,000,000 insurance policy, which covers death, sickness and accident insurance. It is co-operative, but the Corporation assumes a substantial part of the premium.—Reuter's American Service.

## FOREIGN AFFAIRS.

DIFFERENCES BETWEEN POLAND & LITHUANIA.

THE ANTI-WAR PACT.

London, Yesterday.  
Sir Austen Chamberlain stated in the House of Commons this afternoon that the British Minister at Riga had been instructed to urge informally upon the Lithuanian Foreign Minister the desirability of giving effect to the recommendations of the Council of the League of Nations regarding the differences between Poland and Lithuania and he understood that similar representations had been or would be made by the French and German ministers. No reply had yet been received from the British minister.

Sir A. Chamberlain stated that he had had no communication from the United States up to the present in reply to his Note of July 18 accepting the proposed Treaty for the renunciation of war as an instrument of national policy.—Reuter's American Service.

## OPIUM HAUL.

UNDER HIS GIRDLE BUT "NOT GUILTY."

\$320 OR 3 MONTHS.

On being searched on board the s.s. "Hop Sang" a Chinese was found to be in the unlawful possession of 4 taels of unprepared and non-Government opium. This morning he appeared before Mr. W. Schofield at the Kowloon Magistracy and pleaded "not guilty."

The contraband was found hidden under the defendant's girdle by a Chinese detective, just as the s.s. "Hop Sang" was leaving the Colony for Swatow. Previously she had arrived from Canton.

The Magistrate, in finding the defendant "guilty," imposed a fine \$320 with the alternative of three months' hard labour, and, in addition, ordered the opium to be confiscated.

## MUZZLELESS.

DOG-OWNERS EACH FINED FIVE DOLLARS.

This morning, at the Kowloon Magistracy, three cases were heard before Mr. W. Schofield involving Europeans, all of whom were charged with allowing their dogs abroad without a muzzle.

Mr. Curtis, Manager of the Duro Motor Garage, Kowloon, pleading "guilty," explaining that the muzzle had slipped off. A fine of \$5 was imposed.

Captain Vedder, 2nd Lieut. Tregear, of the 3/15 Punjab Regiment and four Chinese were each fined \$5 for similar offences.

In view of the great success of the first Promenade Concert held on Friday last at the Volunteer Headquarters, it has been decided to hold another concert on Friday, August 17. The Band of the King's Own Scottish Borderers will again perform, by kind permission of Lt. Col. L. J. Conyn, C.M.G., D.S.O., and officers, and there will again be vocal items during the programme. Price of admission will be \$1, with sailors and soldiers in uniform at half price.

## EARL OF BALFOUR'S 80TH BIRTHDAY.

MANY TRIBUTES.

WORLD-WIDE FELICITATIONS TO THE EARL.

A PRESENTATION.

London, Yesterday.  
Hundreds of messages have been received by the Earl of Balfour on the occasion of his 80th birthday. These include congratulations from Their Majesties who telegraphed that it was a great pleasure to send heartfelt greetings to an old friend, the faithful and valued adviser of three successive Sovereigns.

In the afternoon, the Earl of Balfour attended in the Speaker's Court of the House of Commons where Mr. Baldwin, on behalf of 160 Peers and 160 M.P.s, presented him with a Rolls-Royce saloon car.—Reuter.

The King's Telegram.

The British Wireless report states:

The King and Queen and members of the Royal Family were first to send messages of congratulation to the Earl of Balfour to-day on his 80th birthday.

The King's telegram read: "It is a great pleasure for the Queen and me to send our heartfelt greetings on his eightieth birthday to an old friend like yourself and one who has been the faithful and valued adviser to three successive Sovereigns. We trust you may continue to be blessed with those powers of mind and body which have long been the delight and admiration of your many friends."

Hundreds of other telegrams and written messages reached the Earl of Balfour from all parts of the world. A large number came from America, including some from Government officials in Washington.

The Earl of Balfour attended a Cabinet meeting this morning and received hearty congratulations from the Ministers. In the afternoon he was presented with a Rolls-Royce motor car, for which members of Parliament of all parties had subscribed. The presentation took place in the presence of a distinguished company of Parliamentarians within the precincts of the House of Commons.

The Prime Minister paid an eloquent tribute to the great part which the Earl of Balfour had played in the public life of England for close on 60 years.

Mr. Lloyd George, as Liberal leader, spoke of the affectionate admiration he had always had for the Earl of Balfour and Mr. J. R. Clynes, in the absence of Mr. Ramsay MacDonald, expressed the high esteem in which the Labour Party held him.

## ANTIMONY APPEAL DISMISSED.

(Continued from Page 1.)

It is obvious from the correspondence that at the time they agreed to submit the dispute between plaintiffs and Hallett's to arbitration the defendants had no knowledge of any special purpose for which the ore was to be used, as being within the contemplation of plaintiffs and Hallett's and that if this special purpose was considered by the arbitrator in making his award the contract the arbitrator dealt with was not in identical terms with the one made between plaintiffs and defendants.

NOT PROVED.  
On the whole I have come to the conclusion (said his Lordship) that the evidence available points to a material difference in the contract between plaintiffs and defendants, and that on which the arbitrator made his award; and in any case I am of opinion that plaintiffs have not discharged the onus of proving to our satisfaction that there is evidence from which we can infer that the two contracts were in identical terms.

"In my opinion the judgment of Mr. Justice Jackson in the Court below was right, and this Appeal should be dismissed with costs."

PUISNE JUDGE.  
Here is an extract from the Puisse Judge's finding:—  
"The point we have to consider is whether the respondents' letter

## THE BARDOLI DISPUTE.

ANOTHER ARREST.

RESIDENT'S MOVE TO RELIEVE TENSION.

SITUATION QUIET.

Madras, Yesterday.

A telegram from Trichinopoly states that the President of the Railway Strike Committee, Krishna Swamy Pillai has been arrested. The situation is quiet and a number of unskilled workers are reported as resuming work in many places.

Bombay, Yesterday.

The Resident of Bardoli, named Ramchand Ramad Havrambhatt, has telegraphed to Sir Leslie Wilson (Governor of Bombay) offering to deposit with the Government the difference between the old and revised assessments in the hope that this may relieve the tension and satisfy all parties and with a view to enable the holding of an investigation.

The Bardoli trouble centres on the Land Tax which the Indian Settlement officer recommended should be increased 30 per cent. Finally, the Government decided to limit the increase to 22 per cent.—Reuter.

## CHIEF JUDGE TO GO.

MR. LOO HING-YUAN'S POST IN SHANGHAI.

ANOTHER "REPRIMAND."

Shanghai, To-day.

It is understood that as the result of a fresh reprimand from the Nationalist Government directing him to vacate the office, Mr. Lu Shing-yuen, Chief Judge of the Provisional Court in the International Settlement of Shanghai, is resigning.

Mr. Ho Shih-tseng succeeds him.—Reuter.

[Note: Known in Hong Kong as Loo Hing-yuan, a barrister, the Chief Judge is the fourth brother in a family of which the eldest was the late Commendatore Loo Lim-loc of Macao, and the plaintiffs in the "Infants' Mortgage Case" two younger brothers.]

## PANG PEI.

NOTORIOUS "RED" IN HANDS OF SOLDIERS.

\$10,000 FOR HIS ARREST.

Having ruined the district of Hoi Fung and Luk Fung and deprived the populace of their homes, Pang Pei, the notorious leader of the communists in those districts, fell into the hands of the soldiers, says the "Kung Sheung Yat Po."

Before his recent capture, he previously had a few narrow escapes but on this occasion being hard pressed by soldiers, he disguised himself as a chair coolie. But, however, he was recognised by the villagers and turned over to the soldiers.

It is interesting to note that a sum of \$10,000 had been issued by the population of Hoi Fung and Luk Fung for his arrest and treble that amount by the Swatow Authorities. It is said that this communist also played a prominent part during the last uprising of the "Reds" at Canton.

of Jan. 28, 1926, is an admission. I paid little attention to this letter in the Court below as I did not consider the statement in question had an important bearing on the case. I have however devoted a considerable amount of thought and attention to it on this Appeal, but my opinion remains unchanged.

"Was it really an admission? I have been unable to find anything directly to the point in the authorities, but Halsbury says 'The value of an admission depends on the circumstances in which it was made, these are always receivable to affect its weight. Thus a party against whom it is tendered may show that it was made in ignorance of the facts, or when his mind was in an abnormal condition'."

The appeal was, accordingly, dismissed with costs.

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CAROL DEMPSTER  
LYA DE PUTTI  
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"SORROWS OF SATAN"

by MARIE CORELLI

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A Paramount Picture

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STAR

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